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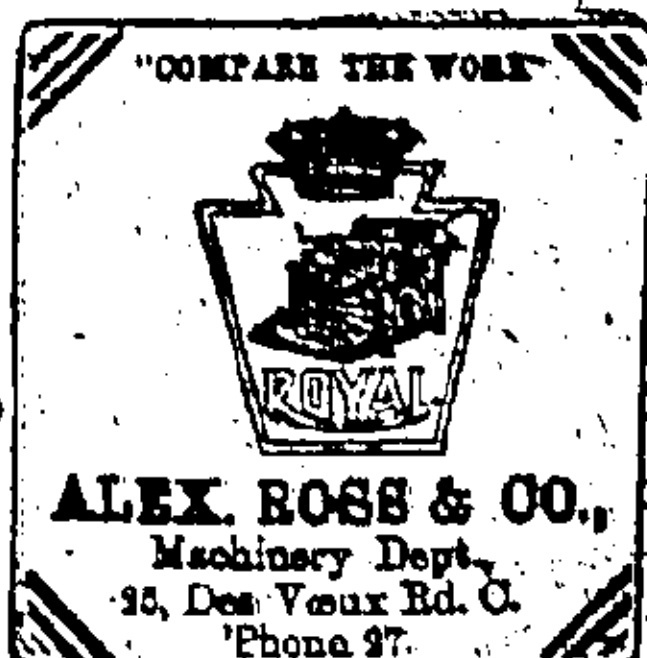
ESTABLISHED 1846

February 12, 1920, Temperature 53

Rainfall 0.00 inch

Humidity 61.

February 19, 191, Temperature 66.



No. 17,873.

四拜禮

號二廿月二年二二九千一

HONGKONG, THURSDAY, FEBRUARY 12, 1920.

日三十月二十未己次歲年八國民華中

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EARLIER TELEGRAMS.

(Rector's Service to the China Mail.)
HAVAS REVIEW.

Paris, February 8th.
A Havas message states that Marshal Foch was yesterday received at the French Academy. His sponsor was M. Poincaré.
The President of the Republic said "It was your duty to make war. It was not your duty to make peace. You had, nevertheless, the right to say what form, in your opinion, the peace should take in order to prevent the recurrence of war. The memoranda you prepared to explain the military guarantees, which were judged indispensable by you to display both your patriotism and experience. Let us hope that the world will never have cause to regret, having only partially taken heed of your advice."
M. Poincaré added: "No one is better qualified than Marshal Foch to watch over the disarmament of Germany, and distinguish realities from camouflage."
It is known that the dominant recommendation of Marshal Foch was the annexation of neutralisation of German territory on the left bank of the Rhine.
The entire attention of the Allied Peace officials is now centred on Berlin where the French Charge d'Affaires will to-day deliver the list of war criminals.
As the German Headquarters in Paris anxiety is apparent. It is not likely, however, that Herr Mayer, the German Charge d'Affaires, will return before February 15th, but he conferred in Berlin with the French representative.
The new Army Bill introduced into the French Senate provides for one year's military service for every citizen liable to active service up to the age of 45.
The Army will be recruited by calling up the classes and by voluntary enlistment.

CHINESE MINISTER LEAVES FOR PARIS.

London, February 7th.
Mr. Wellington, Loo, Chinese Minister at Washington, has left London for Paris.

AGITATION AGAINST JAPANESE IN CANADA.

Vancouver, February 7th.
The British Columbia Board of Trade Convention, has unanimously demanded the Canadian Government to investigate the crisis arising from the question of Japanese and Chinese ownership and encroachments upon British Columbia farms and lands.
The resolution in opposition to alien ownership was adopted in the face of an appeal by the Japanese Consul-General, Mr. Ukita, who said "I hope that Canadians will not say 'Good Bye, Japan' after enjoying the advantages under the Anglo-Japanese Treaty."
Mr. Ukita denied that a Japanese syndicate was attempting to purchase Coldstream, Earl Alexander's estate, and one of the show-places in the Okanagan fruit district.

ROME-TO-TOKIO FLIGHT.

Salonika, February 7th.
The aeroplano CA 3 participating in the Rome-to-Tokio flight has arrived.

SHYLOCK "A LIBEL."

MACBETH A "STAIN ON THE SCOTTISH KILT."

Members of the League of Scottish Veterans of the World War met in solemn conclave in New York on Dec. 31 and after due deliberation passed a formal resolution demanding that Shakespeare's tragedy "Macbeth" be removed from the curriculum of English literature studies in American schools.

The gallant and patriotic Scotsmen have not taken this drastic course without good reason. The Board of Education at Newark, the New Jersey city just across the Hudson River from New York decided to bar "The Merchant of Venice" from the city schools on the ground that the character of Shylock is a libel on the Jewish race.

This act came to the notice of the Scottish Veterans, nearly all of whom served in the ranks of the Gordons, the Black Watch, and other famous fighting regiments, the full pride of the race. Not to be outdone, they foregathered in a New York hotel and passed the above-mentioned resolution, which, "in view of the action of the Newark authorities in regard to the slander of the Jew," called on the American people "to extend the same privilege to Scotland."

The Scots further declared "that the glorious clan of the Macbeths and the whole Scottish race had been traduced by the misrepresentations of Shakespeare in presenting Macbeth as a murderer and a traitor. We consider that if the Jewish gabardine is to be cleaned by American Boards of Education, the stain should likewise be removed from the Scottish kilt."

The resolution is signed, among others, by Ian MacLachlan, captain, Gordon Highlanders; Malcolm Macpherson, captain, Black Watch; and Donald Bailey, lieutenant, Royal Scots Fusiliers.—Daily Mail.

"WALLA WALLA" Launches at Blake Pier. Night and day service.

GREEK MILITARY PLOT.

SCHEME TO MURDER M. VENIZELOS.

The twenty-nine arrests made in connection with the military plot against M. Venizelos, included twenty-five officers dismissed from the Army for hostility to the present régime, says the Athens correspondent of the Morning Post. The head of the whole conspiracy, General Limbritis, is eighty-two. He retired many years ago, and in 1910 was driven from political life, with most of the older school of politicians, by the advent of M. Venizelos to the Greek political arena. The chief bond between all these conspirators was their hatred of M. Venizelos from personal motives.

Further investigations show that the plot has been brewing for many months, during which the conspirators were endeavouring to proselytize officers and non-commissioned officers of the active army. This prolonged endeavour, however, succeeded, in seducing from their allegiance only two young subalterns and two non-commissioned officers, all in the engineer depot battalion here. These undertook to supply dynamite for terrorizing the capital at a critical moment. The conspirators, also negotiated in secret with certain irreconcilable remnants of the reserve unions of 1918 notoriety, and tried to resuscitate that infamous organization by promises of unlimited looting. They also counted upon the support of all cashiered officers, many of whom are now in straitened circumstances since expulsion from the Army, and hence ripe for mischief. To them they promised reinstatement and promotion.

TO DOMINATE THE CITY.

The plan was first to assassinate M. Venizelos, either during his journey home or on his arrival here, and then to seize a small battery on Lykabettos Hill, commanding the centre of the city, which since the Armistice has been almost unguarded, and thence intimidate the city with gunfire and dynamite bombs. On succeeding in this the conspirators proposed to seize the reins of Government, proclaiming themselves in favour of the Entente, but there can be no doubt that the whole scheme was intended to end in successful, in the restoration of Constantine. Among the papers seized was found a huge list of proscriptions of prominent Venizelists.

Taking all in all a crazier scheme it would be difficult to imagine with such a limited number of conspirators, and one can hardly help thinking that its execution has been postponed for the present owing to the utter failure of the propaganda in the Army.

The discovery of the plot was brought about by an incautious attempt by one conspirator to suborn a non-commissioned officer, who promptly had him arrested. Most of those arrested have already confessed their guilty intentions. Some seventy other persons, whose connivance is not proved, but are known to be active reactionaries, have been deported to the islands. No politicians seem to be implicated in this plot.

WHOLESALE CONDEMNATION.

A meeting was held recently of all the Opposition deputies to condemn the conspiracy, and M. Ralli, the former ex-Premier, and M. Strates, a leading member of the Opposition, called upon M. Repoulis, head of the Government in M. Venizelos' absence, to express their indignation and disapproval. Recent newspapers, both Government and Opposition organs, denounced in strong terms a plot which would have ruined Greece, morally and materially. Only a so-called Socialist paper and another reactionary organ of the virulent type refrain from any comment, while publishing the details as "reports." But public opinion is highly indignant at the discovery of this plot at the very moment when the Opposition Press has been making a loud outcry against the maintenance of the Press censorship, and martial law, and societies all over the country are voting resolutions of condemnation and protest against this fresh outbreak of reactionary intrigue.

From more than one point of view this crazy plot will have beneficial results and strengthen the hands of the Government by arousing the Liberal Party to closer cohesion and greater activity, and by disgusting all the moderate elements of the Opposition, with the military cliques which controlled Constantine's régime, and would gladly wreck Greece if thereby they could regain their old supremacy. The conspirators will be given a speedy trial before a special court martial, and public opinion is demanding that a severe example should be made. Certainly further clemency would be criminal folly.

ADMIRAL LINE.

PASSENGER LINES FOR ORIENT.

No less than six passenger liners are to run out from Seattle to the Orient according to the advices which have been received here by Mr. M. J. Wright, the acting General Agent in Shanghai for the Admiral Line. Nearly a year has elapsed since this pioneer American coastwise company started the overseas service to the Orient, and 40 cargo carriers are on the run.

We learn that the first of the new passenger boats will be probably launched in April and will go into service immediately. All of the vessels are of 14,000 tons deadweight. They are 535 feet in length and have a sea speed of seventeen and a half knots. Each will have first-class accommodations for 250 passengers and unusually large steerage accommodations.

These boats will be the first passenger vessels to sail out of Puget Sound for the Orient in many years and it is explained that one reason why the Admiral Line has been able to acquire the comparatively large number of available passenger liners from the Shipping Board is the fact that they are to be used to supply a service out of the north-west American that has long been needed.

Mr. George J. McCarthy is to be passenger agent for the line at Shanghai. With Mr. J. J. Gorman, who will be General Agent of the company here, he will sail from San Francisco on the steamer "Nanking" on February 18. Mr. McCarthy was formerly passenger agent for the company at San Francisco. Mr. George A. Heyburn, who will be assistant General Agent here will sail from Seattle on the "Katori Maru" March 1. Capt. R. C. Brennan, who was appointed Marine Superintendent for the company in the Orient with headquarters here arrived this week from Hongkong. Mr. D. J. Hanson, who was formerly Assistant Agent at Hongkong, has been appointed Agent at that port. Mr. J. B. Armstrong will be agent at Manila and Mr. E. C. Matteson will be agent at Vladivostok.

In recent weeks the Admiral Line has extended its activities to Vladivostok, one vessel, the s.s. "Osagumick," now loading in Japan for the Philippines, recently having delivered a general cargo there and a second, the s.s. "Waban," having arrived at the Siberian port only last week.

At present the Admiral Line has eight cargo carriers running out of Portland besides six vessels on general runs. As Agents for the Barber Line of New York the Admiral Line is operating 18 vessels to the Orient from ports on the Atlantic coast and from Europe. As Agents for the Tracy Company it is operating two boats to the Orient from New Orleans and Galveston and besides these are four others on a miscellaneous list.—Shanghai Shipping Gazette.

ANSWERS TO CORRESPONDENTS.

"INTERESTED."—What's the use during race week? We will hunt up that file and talk about it by and by, when we are more sure of attention.
VISITOR.—If there was no provision in the way of time for non-members of the Jockey Club your strictures are deserved. We will tell them so.

E. N.—The gentleman named probably could help you, but that isn't the point. Would he? We guess not.
R. F.—The shipping arbitration seems to be being put off and put off. Probably only until after the races. Be patient.

CHINESE TELEGRAMS.

[By Arrangement with the Wah Tat Yat Po.]

SHANGHAI, Feb. 11.
Wong Yip-tong, northern delegate to the Peace Conference at Shanghai, longs to go home to Peking for the China New Year, but the President forbids him to leave.

There is very little prospect of Peace negotiations at present. The sub-delegates are wrangling amongst themselves, and intriguing against their chiefs.

Peking and Tientsin students are still industrious street orators. The Cabinet discussed Shantung on Feb. 10 but came to no decision.

DON'T RISK PNEUMONIA.
Get rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

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A. S. WATSON & CO. LTD.
Hongkong, February 10, 1920.

REPULSE BAY HOTEL.**RACE WEEK.**

DINNER DANCES will be held on
the following evenings:—

TO-DAY

(THURSDAY), 12th February.
FRIDAY, 13th February.
SATURDAY, 14th February.
Special Table D'Hotel Menu at
\$3.00 per head.

Bookings can be made at the
Hongkong Hotel Main Office or
direct with Repulse Bay.
Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be
held during Tiffin and Afternoon
Tea.

**HONGKONG BOXING
ASSOCIATION.**

PRESIDENT:—His Excellency Sir R. E.
Stubbs K.C.M.G., Governor.
CHAIRMAN:—His Honour Sir William
Rees Davies, R.C., Chief Justice.

THIRD TOURNAMENT.

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Lower Peak Tram Station). Specially
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2,000.
SATURDAY, FEBRUARY 14th, 1920,
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Between "Peggy" Evans, H.M.S.
Hawkins (ex-Middleweight Cham-
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pionship) and Norman Hewitt,
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**3-6 ROUND CONTEST FOR THE ANATOLIAN
LIGHTWEIGHT CHAMPIONSHIP OF
THE COLONY.**

Between Yoon Maher, ex-Driver,
R.G.A. (Holder),
And Sergt. Ward R.N.Y.E.
(Challenger).

4-6 ROUND MIDDLEWEIGHT CONTEST.

Between E.R. Sergeant, H.M.S.
"Ambrose,"
And Seaman Willoughby, H.M.S.
"Hawkins."

5-6 ROUND LIGHTWEIGHT CONTEST.

Between Ships Cook North,
H.M.S. "Gariste,"
And Corporal Cook, R.M.L.I.,
H.M.S. "Hawkins."

5-6 ROUND LIGHTWEIGHT CONTEST.

Between Seaman Webb, H.M.S.
"Ambrose,"
And Seaman Decourant, H.M.S.
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Prizes:—Reserved, \$1 (Ringside raised
seats) and \$1 (Ringside Ground
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Unreserved, \$1.

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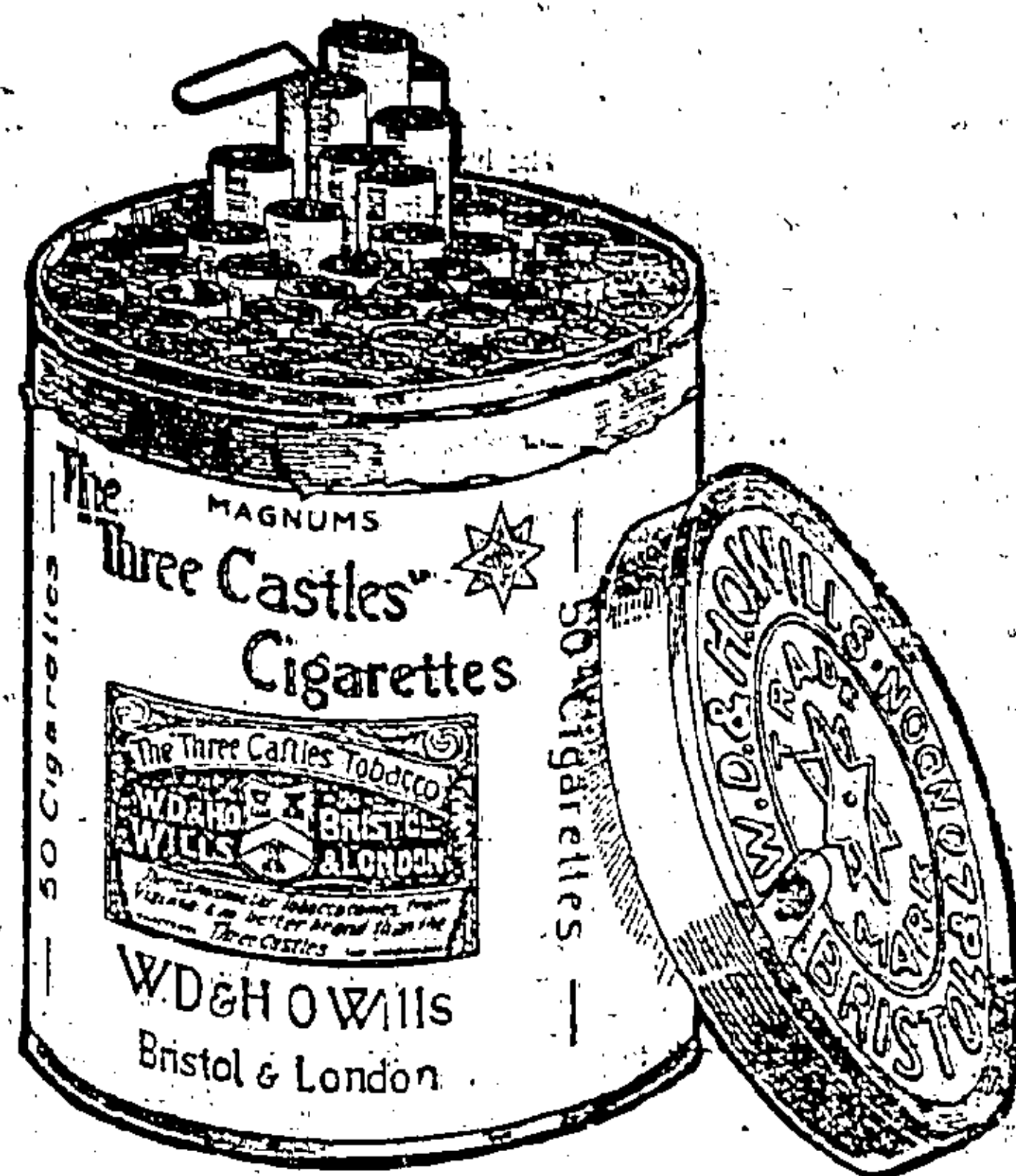


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THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
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SIZE****THE RACE-GOERS' FAVOURITE****A NEW SHIPMENT HAS JUST ARRIVED.**

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

**SIBERIA REPORTED
ALL RED.****VLADIVOSTOK IN BOLSHEVIE
HANDS PEOPLE WEARY OF
CIVIL WAR—ROUBLE
GOES UP—PROSPECTS
OF TRADE.**

The Harbin correspondent of the
N.C. Daily News reports on January
27:

Railway communication with
Vladivostok stopped yesterday and
though trains from Manchuria arrive
and are despatched eastwards they
cannot proceed east of Pogradnik.
No mail has been received
from Vladivostok for the past two
days owing to railway interruption
between that town and Nikolai-
Ussurisk. Telegrams received from
the last named town state that the
reins of local government have been
taken over by social revolutionists
and that most of the troops have
gone over to them. So far there has
been no bloodshed, but part of
the Jaeger Regiment stationed there
has fled to the mountains, the
remainder joining the insurgents.

NO FIGHTING.
What has actually happened at
Vladivostok is not yet clear except
that the power of the Kolchak-
Simonov group no longer exists.
The social revolutionists have now
carried the day there without
fighting, though it is reported that
there have been some skirmishes
between Allied troops who are
keeping order in the city and some
Russian troops. The attitude of
the population in both cities is
passive and as the Whites have very
few available troops on the spot at
these towns, serious fighting is not
likely to occur. The Allies are letting
things take their course and simply
protecting human life and property
of non-combatants. The railwaymen
of course have joined the Reds;
hence it is the railway service is
temporarily suspended, in order not
to allow passage for the arrival of
White reinforcements.

It is reported that the Reds have
offered General Rozanoff the com-
missionership of Vladivostok, for they
realize it is necessary to have at the
head of affairs, until the Allied troops
depart, someone who is known and
well liked by the Allies.

SPECULATION IN HARBIN.
Here in Harbin considerable excite-
ment exists. The end of civil warfare
is thought by many to be in sight.
On change there was a rush to sell
yen, the price falling in the course of
a few hours from 130 to 75. Once trading
with Siberia is open again the value
of the rouble must continue to become
better, as it is now known that the
Soviet Government authorities,
wherever established in Siberia,
are making no difference in the
price of the different paper roubles,
not even excepting those of the
Kolchak government. At Omsk

it is stated that many Japanese
traders who failed to leave the town
at the time of the evacuation have
started to do business again and the
commissars have no objection but
insist that they sell at prices
fixed by them. They allow the
Japanese to put on a liberal
profit and margin for expenses
to the cost price of their goods, but
the traders must sell in roubles at
the old pre-war rate of exchange of
a rouble to a yen. If the Japanese
are not willing to do this, they are
amicably requested to close their
premises and leave the town.

PROFITTEERING DROPPED ON.
Speculation and profiteering are
being severely dealt with and as
there are 10 informants to every
would-be profiteer, it is clear that
the authorities are able to bring to
book without much difficulty those
guilty of sucking the blood of the
masses, and gradually prices for all
commodities are falling, whilst the
demand is increasing.

A veritable boom in trade may be
expected in Harbin once Trans-Siberia
transportation is reopened, for all
the goods in stock in the more
eastern town are being taken west-
wards.
The social revolutionists and
various trade and workers' societies
and union are now holding secret
meetings in Harbin to decide how
to assist their comrades in Rus-
sian territory. It seems probable
that this time the social revolution-
ists in the railway area will come
into power automatically as the Rus-
sian Littorals go over to Soviet rule.
There are not likely to be any armed
clashes, for neither Reds nor Whites
have any forces to speak of
inside the railway area and it is
improbable that the Chinese
authorities will allow Simonov or
anyone else to send troops from
without. The railwaymen's union
have demanded of General Horvath
the immediate release of all persons
under arrest for political reasons.
A report is also current that the
Soviet authorities have offered
General Horvath the Commissionership
of the Expropriated Railway terri-
tory in Manchuria.

NEW FLIGHT TO THE SOUTH.
Various ex-Ministers under the
Kolchak regime and monarchists
who held responsible posts under
the old regime, who have come to
Harbin for safety, are now making
hurried arrangements to leave for
the south at an early date. Some
propose going to Australia, others to
America and Canada, whilst yet
others are choosing Java and the
Dutch Indies as a haven.

A FORTY YEARS' TEST.

CHAMBERLAIN'S Cough Remedy has
been curing coughs and colds for
the past forty years and has gained in
popularity every year. What better
recommendation is required? For sale
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LENIN IN LONDON.

Over 5,000 people attended a
"Hands off Russia" demonstration
in St. Andrew's Hall, Glasgow, and
an overflow had to be held outside.
Councillor Dollan, who presided, an-
nounced that a proposal for a 24-
hours strike on behalf of Russia
would be considered by the Trades
Council.

Mr. John Maclean said Russia was
being blockaded because it had gone
over to Socialism, and it would only
secure peace when the Coalition was
overthrown.

Colonel Malone, M.P., declared
that the stories circulated about
Russia were damnable falsehoods.
Bolsheviks were attempting real
social reconstruction, and he could
not wish to shake hands with better
men than Lenin and Trotsky. If
Britain would make peace with
Russia they could obtain orders
which would absorb all their un-
employed. President Poincare had
a fine reception in London recent-
ly, but he ventured to prophesy
that before very long Lenin would
visit London and receive an even
greater tribute of popular approval.

Mr. George Lansbury declared for
peace with Russia, because we wanted
peace at home.

A resolution, congratulating the
Soviet on their heroic defence of
Socialism and assuring support for
peace was carried by acclamation.

ONE GOOD THING

To be Thankful for To-Day.

There is one thing that thousands of
people have to be thankful for in these
harassing days when money dies quicker
than ever. Rheumatism used to be the
lot of everyone over fifty. People thought
there was no escape from the painful
complaint; and, of course, younger
people suffered from it too. Things are
far better now in this respect.
Science has discovered that rheuma-
tism is not brought on by damp and
exposure alone. If your blood is free
from rheumatic poison you can smile at
wet weather or cold winds. For your
blood will free itself from the acids which
cause rheumatic pains, if it is itself
good and abundant. But if your blood
is impure it is unable to throw off the
poisons of the disease, and then you feel
the agonies of rheumatism in your
muscles and joints. Dr. Williams' pink
pills are the most direct treatment for
rheumatism because they enrich and
purify the blood so that it is able to do
its work thoroughly.

People of all ages in many parts of the
world are telling how they rid themselves
of rheumatism through the rich red
blood made by Dr. Williams' pink pills.
Old people need not have rheumatism
and younger ones soon get it clear out
when they start a course of these pills.
The best time to begin is to-day; go to
any druggist, or send \$1.00 for a bottle,
(\$2.00 for six) to the Dr. Williams' Medi-
cine Co. 86 South Street, New York.
Of special interest is the little health
guide offered free to every reader who sends
a postcard request for a copy to the
above address.

NOTICES.**G. FALCONER & CO., LTD.****WATCHMAKERS & JEWELLERS.****Hotel Mansions.**

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
RELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

TO MAKE A DAINTY MEAL.

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles,
Pasta Stars and other kinds of Soup Stuffs from us. All our Paste
Products, made in a new, well-ventilated and modern style factory, are
pure, wholesome and of excellent quality.
Obtainable from all our Agents everywhere.
Samples and Price List will be given free of charge on application to
our Head Office.

**THE HING WAH PASTE MFG.
CO., LD.**

HEAD OFFICE: 47 & 49, Cross Street Central, Hongkong.
Tel. No. 8230.

TRADE MARK. BRANCH OFFICE: 432 & 431, Nanking Road, Shanghai, China.

HOTELS AND CAFES.**THE HONGKONG HOTEL CO., LTD.****OPERATING:—****THE HONGKONG HOTEL,****HOTEL MANSIONS,****THE REPULSE BAY HOTEL,**

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL**CENTRAL LOCATION**

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

PALACE HOTEL**KOWLOON.**

(Two minutes from Star Ferry).

Recently renovated and furnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

FOR HOUSE STREETS.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District, 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietress. Lunches meet Passenger Boats.
Telegraphic Address: "CARLTON"
Mrs. F. R. CAMERON.

ALEXANDRA CAFE

18, Des Voeux Road Central. Near Hongkong Hotel.

Try our BREAD, made from the very best Flour
and guaranteed to be the purest Bread in the
Colony. DON'T FORGET and order early our own
made PUDDINGS and MINCE PIES.

Christening, Birthday & Wedding Cakes made to order.

Mrs. N. BABBAGE, Manageress.

**BLUE
BIRD
ICE CREAM
PARLOUR
AND CONFECTIONERS****CHOCOLATES**

Viola Brand Toffee Chocolate
Home-Made Assorted Chocolate
Honey's Mints and Bonbons
Caramels "Stars" Chocolate
American Chocolate 50¢ per lb.
Imperial Cocoa 40¢ per lb.
Pure-Prepared Breakfast Cocoa 30¢ per lb.

TANG YUK, DISTRICT.

Belonging to
the late SIKEN TING,
14, D'ARQUEN STREET.

TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS

G. ROUSSEAU,
18, Montague Hill Road.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS

"To-Kwa-Wan" Coal Storage

Code used

Hentley's

A. & C. 4th & 5th Editions.

A 1 Telegraphic Code.

Telegraphic Address

"HUGHES & HOUGH"

PUBLIC AUCTIONS

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup

WEDNESDAY,

the 15th February, 1920, at 3 p.m.

at the Fountain, opposite the City Hall.

A large number of well-known

RACE PONIES

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 9, 1920.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE GOVERNMENT)

ON

THURSDAY,

February 19, 1920, at 10.30 a.m., at

No. 10 Knutsford Terrace, Top Flat,

THIS

Valuable Household Furniture,

therein contained.

comprising:—

Fumed Teakwood Hallstand and

Dinning Room Furniture, Morocco

Leather-covered Chesterfield Sofa

and Armchairs, Picture, Ornaments,

and Sundry Blackwood Furniture,

large and small Teakwood Bed-

steads, Wardrobes, Dressing Tables,

&c., Bed and Table Linen; Cutlery

and Plated Ware including large

Dinner Service complete, New

Aluminium Cooking Utensils, Bath

Room Utensils.

Also

Pot Plants, Electric Fittings,

Singer's Sewing Machine, and one

Large Hall Clock.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 9, 1920.

FOR SALE.

FOR SALE.—At their Sales Rooms,

No. 8, Des Voeux Road, Corner

of Ice House Street.

Two Vertical Steam Electric Light-

ing Sets, as follows. Generators,

new. Engines in thorough good

running order. Output 200 Amps.

400 Volts. 16 Kilowatts.

Also

Spare armatures, Switch panels,

and running Gear. Full particulars

can be had from the undersigned.

HUGHES & HOUGH,

Auctioneers.

BY ORDER OF THE

SUPREME COURT.

NOTICE IS HEREBY GIVEN THAT

THE STEAMSHIP

"MO HON"

she now lies at Yau-mati in the

Harbour of Hongkong

Will be sold by

PUBLIC AUCTION

on

MONDAY,

the 16th day of February, 1920,

at 3 p.m.

by

GEO. P. LAMMERT

Auctioneer.

The ship is a Chinese ship registered

at Canton and is of 1,400 tonnage. She

was placed in dry dock in Hongkong in

the early part of 1919 and fully repaired

and was duly surveyed in April, 1919,

and certified to be in good sea-going

condition.

For further particulars and conditions

of sale apply to

Messrs. WILKINSON & GRIST

or to

Mr. GEO. P. LAMMERT,

Auctioneer.

Hongkong, February 7, 1920.

"WALLA WALLA" boats are now

and fast. Get them at Blake

NOTICES.

FIRE INSURANCE ASSOCIATION

OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN THAT

all FIRE INSURANCE OFFICES

will be CLOSED for the Transaction of

Public Business on WEDNESDAY,

THURSDAY, FRIDAY and SATUR-

DAY, the 11th, 12th, 13th and 14th

instant, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

MARINE INSURANCE ASSOCIATION

OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN THAT

all MARINE INSURANCE OFFICES

will be CLOSED for the Transaction of

Public Business on WEDNESDAY, FRIDAY

and SATURDAY, the 11th, 12th, 13th

and 14th instant, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1920.

WEDNESDAY, THURSDAY,

FRIDAY & SATURDAY,

February 11th, 12th, 13th & 14th.

TICKETS OF ADMISSION to the

GRAND STAND and ENCLOSURE

may be obtained from Messrs. KERRY and

WENT, Leam's, or at the Gate. Price

\$15 for the Meeting, or \$4 for each day.

No one admitted without a Ticket, to be

shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside

the ENCLOSURE of the Race

Course during the Race Days WITHOUT

TICKETS, which can be had on application

to the Undersigned. These Tickets are

only available for Servants while, in

attendance on their employers or when on

duty at the various Stands.

Any Chinese found loitering about with

Servants' passes in their possession will

forfeit them and the holders thereof will

be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN THAT

owing to the death of Mr. B. D.

KAPTEYN the undermentioned ponies

entered in his name to run at the forth-

coming race meeting have been sold by

Public Auction and will run in the

interest and colours of the purchasers

as follows:—

Louisa Mr. G. O. Maxon, "Black,

Yellow Hoops and Cap."

Sinza Mr. John Peel, "Dark Blue,

Silver Braid."

Spotted Sand Mr. Scores, "Old Gold,

Dark Green Hoops."

Runaway Light Mr. T. F. Hough,

"Dark Blue, Primrose Hoops."

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HUMPHREYS ESTATE AND

FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN THAT

the ORDINARY ANNUAL GEN-

ERAL MEETING OF SHAREHOLD-

ERS in this Company will be held

at the Hongkong Hotel, Hongkong, on

WEDNESDAY, the 18th February,

1920, at Noon for the purpose of

receiving the Report of the Directors

together with a Statement of Ac-

counts for the year ending 31st Dec.,

1919.

The TRANSFER BOOKS of the

Company will be CLOSED from the

11th February to the 21st February

both days inclusive, during which

period no Transfer of Shares can be

Registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, February 3, 1920.

HONGKONG & SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT

the ORDINARY YEARLY

MEETING of the Shareholders in

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional 5 words 4 Cents.

WANTED.

WANTED.—ASSISTANT SEC-
RETARY for Hongkong branch,
China Coast Officers' Guild. Must
be qualified marine officer. A liberal
salary will be offered to suitable
man. Apply the Management Com-
mittee, 4a Peking Road, Shanghai.

TO LET.

TO LET.—A GARDEN at Yau-mati.
Apply to The Hongkong Land
Reclamation Ltd.

TO LET.—A ROOMED FLAT, top of
Finney Building, fully furnished,
from April 1st to October 31st 1920.
For full particulars apply to CHILMAN &
Co., Ltd.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

FOR SALE.

A FIVE ROOMED Semi detached
House known as "BICTON"—
Plantation Road, No. 127. The Plot
area about 11,000 square feet with
Tennis Court, area about 43,000
square feet.

Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Building.

FOR SALE.—Several lots of FURS.
Owner has no further need for
them. In good condition. Apply Box
1172 c/o "China Mail."

MOTOR CAR FOR SALE.

1918 OVERLAND-SEATER (last).
In perfect running order well turned
out. Owner leaving Colony.
Price \$1,000.
Apply Commander McCOWEN,
H.M.S. "Alacrity," Naval Yard.

NOTICE.

The Chartered S.S. "BANGKOK" will take Cargo
for CALCUTTA and will sail direct for above-mentioned
Port on or about the 14th instant.

For further particulars, please apply to:

R. RODENFUSSE,

Acting Agent—Messageries Maritimes Co.,
Queen's Building.

Hongkong, February 9, 1920.

EXCHANGE AND MART.

* At the request or suggestion of many China Mail readers, it
has been decided to reserve this space for the convenience of those
who wish to Sell, Buy, or Exchange items not in the way of regular
Trade. Trade advertisements are to be excluded.

* As this is for the convenience of China Mail readers, and
to increase its interest for them as a newspaper, there will be no
attempt to make it a revenue producing feature.

* The nominal tariff of Half a Cent a Word (minimum 20
cents) is established to make it serious.

Advertisements for this column must be attached to a Coupon
which will be found on Page 10.

* By way of example, the following "dummy" advs. are
printed as a starter. Not one of them is genuine, so readers are
warned not to waste time answering them.

CHEAPEST SILK STORE

IN TOWN.

POHOOMULL BROS.,

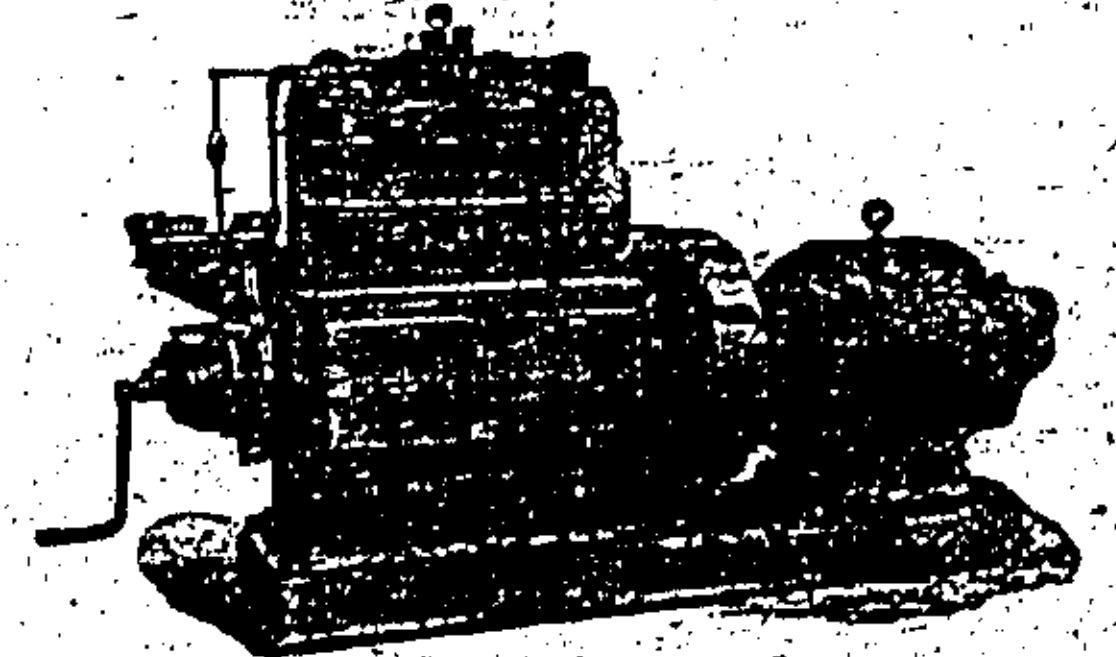
TELEPHONE 2466.

36, QUEEN'S ROAD CENTRAL.

CROSSLEY

POWER & LIGHTING SETS

Type DV4. (40 H.P.)



Made for

(a) Suction or Town's Gas.

(b) Paraffin or Petrol.

These Engines are particularly suited for use in
China and the East, being thoroughly reliable and
can be run by native labour.

They are self-contained and built to the highest
specification. All parts are very accessible, and the
lubrication is automatic.

Hundreds have been supplied to various
British Government Departments.

Fitted with Pulley in place of Dynamo if required.

CROSSLEY BROTHERS, LTD.,
MANCHESTER, ENGLAND.

SOLE AGENTS FOR CHINA:—

ALEX. ROSS & CO.,

Des Voeux Road, HONG KONG.

STATE AID FOR THE AIRCRAFT INDUSTRY.

In considering the question of the
future of the air service, it is difficult,
and in fact inadvisable, to do so with-
out reference to the subject of civil
aviation. We have already referred
to the excellent work of the Depart-
ment of Civil Aviation, and have
called attention to the fact that the
development of this means of
transport is of direct interest to the
State in connection with the pro-
vision of men and machines for the
Royal Air Force. For this reason, if
for no other, it is essential to keep
the aircraft industry in being
until it is rendered self-supporting by
the growth of commercial aviation.
State aid, so far, has

HONGKONG JOCKEY CLUB.

SECOND DAY 1920 RACES.

It used to be said that when founding a Colony the Englishman first of all makes a race course, and that after he has got an office and a Club, he builds a church. Like all such humorous generalizations, this is untrue but has some basis in fact. Even Englishmen themselves are occasionally known to indulge in the thought that the "sport of kings" is peculiarly English, but it isn't. Other peoples are as horsey. For ages the horse was the only thing worth racing. The Romans raced him yoked to a chariot. The Indians gave us polo and the gymkhana. Even now the Italians are said to know more about steeplechasing than we do; they had noted horsemanship in the sixteenth century. French cavalry long ago set the European fashion. The early Germanic tribes are credited by historians with horse racing. So far as book knowledge takes us, we have no real claim to priority or pre-eminence in racing. Our local "hippedromus" being devoted to the cult of the China pony, does not join in the humbugging claim made so often at home that the object of the cult is to improve the breed. Not to beat about the bush, it is a gambling game, purely and simply. Without the sweeps and the tote the interest would fall very flat.

Having arrived at this conclusion it is easy to show that this year's meeting so far has been of exceedingly great interest. Owing to the weather, partly, there have been many surprises. A man who backed every horse yesterday "for a place" would have won. He couldn't lose. That is the sort of racing our people like. When ponies can be judged on form, when unanimity of opinion makes favourites, the profits to the gambler are small, and interest is ditto.

To-day the hourly expected rain still held off, but it was so very cold and raw that the paddock had none of the life and from the day should have faces of our womenfolk. Overcoats, rain coats, cloaks and furs were the rule, and even they huddled together under shelter.

Of the three tickets taken on Ludlow for the first race yesterday, which paid so well, we hear that one was taken for a man in the Kowloon docks who wasn't present. He had had a hunch or a dream, and fancied the pony. The other was taken by a man who had a tip from a mafio. The third was not taken by the owner of Ludlow.

In the case of the Garrison Cup, the know-it-alls were quite upset. Mr. Seth had such bad luck in the past (he hasn't ridden for two years, since his accident) that few fancied Saver-nake. "Who could have guessed," one punter demanded bitterly, "that out of the biggest field of the day Seth would manage a win?" That \$243.50 dividend taught him that Mr. Seth hasn't forgotten his jockey-craft.

To-day the main interest centres in the Derby, owing to sweeps and private bets. Pile-driver ran so well under Mr. Johnston's mastery last year that he has become a fan-farmer for the Derby to-day than he has before, and has ousted Spoilt Child. He and Allied King at the moment of writing (beginning of the first race) seem to be about equal favourites, but the tote will show.

Of winning jockeys yesterday, Mr. Hill easily topped the list with no less than five wins and two seconds. Mr. Johnston came next with one win, four seconds and two thirds. The following is the complete table:

	1st	2nd	3rd
W. Hill	5	2	—
J. Johnston	1	4	2
F. Vida	1	3	—
S.B.M. Bremner	1	—	4
W. A. Dalgarno	1	—	2
T. W. Doyle	1	—	1
H. Seth	1	—	—
Adams	1	—	—
Major Kirkpatrick	1	—	—
Croham	1	—	—

The Chinese attendance is again noticeably small, and is generally believed to be a repetition of the boycott started as a result of the Jockey Club's decision not to admit Chinese as members. We cannot agree with censorious comments on the Chinese aloofness, if that be the explanation. At the time of the unfortunate controversy the China Mail said that although the Chinese feeling in the matter was quite natural and understandable, the Jockey Club had every right to decide as it did. Now the China Mail is obliged to point out that the Chinese have the right to refrain from patronizing the meeting if they like. To debar them from membership, and to scold them for not attending, would be stupid. So far as we can learn, the Jockey Club is not worrying about it. Why should outsiders?

There are more ponies and riders available to-day than ever before. There are 137 ponies and 18 riders, so that big fields and more fun are possible. There are 18 more ponies than last year, and 30 more than in 1918. The Chater stables alone provide 16 animals. At eleven o'clock the course appeared in much better condition, having been dried by the north wind. There was also a much larger attendance by the time the bell was rung for the first race.

Music was supplied by the band of H.M.S. "Hawkins" under Mr. Lodge, the following being the programme:

- 1—March, "Entry of the Bulgars" Letter.
- 2—Overture, "Tancredi" Rossini.
- 3—Selection, "Chu Chin Chow" Norton.
- 4—Patrol, "The Wee Macgregor" Amers.
- 5—3 Dances "Nell Gwyn" German.
- 6—Cornet Solo, "Killarney" Balfé.
- 7—Fantasia, "Bonnie Scotland" Nare.
- 8—Valse, "Missouri" Logan.
- 9—Selection, "Razza Dareski" Alford.
- 10—March "The Great Little Army" Alford.

AFTERNOON.
11—Parisian Sketches "Demoiselle Chic" Bal Masque Fletcher.
12—Selection, "Some" Tatté.
13—Serenade "La Paloma" Tatté.
14—Grand March "The Prince of Pedromilus" being devoted to the cult of the China pony, does not join in the humbugging claim made so often at home that the object of the cult is to improve the breed. Not to beat about the bush, it is a gambling game, purely and simply. Without the sweeps and the tote the interest would fall very flat.

The better attendance for the first race to-day was indicated by the total pari-mutuel figures which were \$900 odd against \$600 yesterday.

The Derby this year was somewhat of a disappointing race. There were only six starters and for the first time since 1912 Sir Paul's Stable was unrepresented. The time, 3min. 13sec., was slow and the race at the finish was practically a walk over for Allied King who started favourite. Pile Driver being second favourite. Spoilt Child had only 147 backers and created surprise by coming in second, an unexpected place whilst Pile Driver was nowhere.

After the Derby was run the attendance considerably increased.
1—THE JOCKEY CUP.—Winner \$500; second \$200; third \$100. For China Ponies. Subscription Griffins of both Classes of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$5. Once round.

Pari-mutuel.
Winner, \$12.60
Places—1st \$6.60
2nd \$6.80
3rd \$11.10

Cash Sweeps.
Ticket No. 279 1st \$938.00
" " 266 2nd \$268.00
" " 150 3rd \$134.00
Unplaced ponies \$100.00
Commission \$255.00
Total \$1,695.00

Unplaced ponies, \$25.00 each ticket Nos. 7, 224, 276, 78.

Messrs. Thomas and Ross's George Mac, 152lb. (Mr. Doyle) 1
Mr. Wayfoong's Pussyfoot, 155lb. (Mr. Sutton) 2
Messrs. C. G. M. and G. H. W.'s Uncle, 155lb. (Mr. Cadden) 3
Mr. Adams' Moonshine, 152lb. (Mr. Adams) 0
Mr. B. D. Kapteyn's Sinza, 152lb. (Mr. Grimstone) 0
Mr. Soares' Mammy's Child, 149lb. (Mr. Soares) 0

Messrs. Sousa and Basto's Cameo, 155lb. (Mr. Souza) 0
After one false start the field got well away, Pussyfoot taking the lead followed by Sinza, George Mac, Mammy's Child and Moonshine. At the football stand the ponies bunched; but past the rock Cameo took the lead with Pussyfoot second.

George Mac, third. Entering the home straight George Mac took the lead closely followed by Pussyfoot and Uncle. George Mac however increased his lead and won by many lengths from Pussyfoot with Uncle half a length behind, third.

Time 2.01.
2—THE EXCHANGE PLATE.—Presented by the Bankers and Exchange Brokers of Hongkong. Value \$1,000 to winner; second to receive \$200; third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 5 lb.; of two or more races 7 lb. extra. Griffins allowed 5 lb. Subscription Griffins of both Classes of this season 1919-1920 allowed 10 lb. Entrance \$15. From the Two Mile Post once round and in.

Pari-mutuel.
Winner, \$25.30
Places—1st \$6.00
2nd \$5.50
3rd \$6.90

Cash Sweeps.
Ticket No. 332 1st \$1,235
" " 308 2nd \$353
" " 151 3rd \$176
Unplaced ponies and Commission \$401
Total \$2,165

Unplaced ponies, \$25.00 each; ticket Nos. 308, 276, 157, 278, 332, 221.
Sir Paul's Champion, Dahlia, 152lb. (Mr. Kirkpatrick) 1
Castlesand, 155lb. (Mr. Doyle) 2
Mr. G. H. Potts' Mountain King, 160lb. (Mr. Hill) 3

Mr. John Peel's Slam, 152lb. (Mr. Johnston) 3
Mr. T. F. Hough's Runaway Light, 152lb. (Mr. Croham) 0
Sir Paul's Attraction, Dahlia, 152lb. (Mr. Sutton) 0
Mr. Soares' Siamese Cat, 157lb. (Mr. Dalgarno) 0

Off at 12.31.

A most interesting race. The field got away well together. Slam, Attraction Dahlia and Runaway Light leading; together with Vida on Champion Dahlia last. Attraction Dahlia then took the lead and went well away followed by Slam. Up the back straight Attraction Dahlia still lead; Slam and Siamese Cat running neck and neck for second place, Champion Dahlia coming well up. Round the village bend, Mountain King, well ridden by Hill, took first place and was challenged by Champion Dahlia. A fine race at the finish, Vida and Hill fighting hard, resulted in Champion Dahlia winning by three quarters of a length from Mountain King with Slam two lengths behind, third.

Time, 2min. 20sec.
3—THE HONGKONG DERBY.—A Sweepstakes of \$20 each with \$2,000 added. For China Ponies, four years old on date of entry. First Pony to receive 70 per cent.; second 20 per cent.; third 10 per cent. Weight for inches as per scale. One mile and a half.

Pari-mutuel.
Winner, \$10.10
Places—1st \$7.00
2nd \$12.00
3rd \$16.30

Cash Sweeps.
Ticket No. 1223 1st \$7,108
" " 573 2nd \$2,031
" " 163 3rd \$1,015
Unplaced ponies and Commission \$2,146
Total \$12,300

Unplaced ponies \$25.00 each; ticket Nos. 1223, 290, 573, 163, 207, 20.

Mr. G. H. Potts' Allied King, 155lb. (Mr. Hill) 1
Mr. Soares' Spoilt Child, 155lb. (Mr. Dalgarno) 2
Sir Ellis Kadoorie's Hongkong Chief, 161lb. (Mr. Croham) 3
Messrs. C. G. M. and G. H. W.'s Charles, 152lb. (Mr. Bremner) 0
Messrs. Gay Bird's Sandmartin, 158lb. (Mr. Kirkpatrick) 0
Mr. John Peel's Pile Driver, 161lb. (Mr. Johnston) 0

After a false start, Allied King going away, the field went off in procession order Allied King leading followed by Spoilt Child, Charles, Sandmartin and Hongkong Chief. At the Rock Pile Driver took the lead from Allied King, Charles third, Spoilt Child fourth Sandmartin and Hongkong Chief lying last.

At the Village Bend Hongkong Chief overtook Sandmartin. First past the judge's box was Pile Driver followed by Allied King, Charles, Spoilt Child, Sandmartin, Hongkong Chief, in procession order. The same positions were maintained past the Military Stand, but Hongkong Chief came up into fifth place at the Football Stand.

Up the incline Pile Driver led followed by Allied King, Charles, Spoilt Child Hongkong Chief and Sandmartin, in that order. At the village bend Charles took the lead from Pile Driver but was displaced by Spoilt Child. Upon entering the home straight Hill on Allied King then came away in splendid style and won easily by four lengths from Spoilt Child with Hongkong Chief third, two lengths behind. Charles was fourth, Pile Driver, fifth and Sandmartin last. Pile Driver did not, at the critical point, show anything like the form that was expected of him.

Time—3.13.
4—THE SUBSCRIPTION GRIF-FINS' CHALLENGE CUP.—Value \$1,000. For China Ponies, Horse Bazaar Subscription Griffins of the current season. Weight for inches as per scale. To be won two years consecutively by Ponies the bona fide property of the same owner or owners. Winner to receive \$500 and 70 per cent.; second \$200 and 20 per cent.; third \$100 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10. One mile and a quarter.

Pari-mutuel.
Winner, \$78.40
Places—1st \$14.20
2nd \$10.20
3rd \$11.60

Off at 3.05. After a false start the ponies got away very badly. Spotted being left many lengths behind Sovereign Dahlia took the lead closely followed by Albion Dahlia and Sandy. Round the bend into the straight Spotted Sand came up in fine style but Sovereign Dahlia kept the lead, fought hard with Spotted Sand, and won by half a length, with Sandy third a length behind. It was due to Spotted Sand's bad start that he lost the race. The manner in which he picked up was exceptionally fine.

Time 1.15 1/5.
(Continued on Page 8.)

LATEST SHIPPING NEWS.

ARRIVALS.
The s.s. CHUSAN, Capt. D. B. Davies, 3,338 tons, arrived yesterday at 10 a.m. from Swatow with 2,000 tons of general cargo and 4 bags of mail.
The s.s. NANCY MOLLER, Capt. Wilkins, 650 tons, arrived yesterday at 6 p.m. from Yuhai with 60 tons of rice.
The s.s. AMARUS MARU, Capt. Kobayashi, 1,370 tons, arrived yesterday at 9.05 a.m. from Swatow with 1,100 tons of coal, 40 tons of general cargo and many bags of mail.
The s.s. TORN MARU, Capt. Hando, 1,211 tons, arrived yesterday at 6 p.m. from Hongkong with 2,228 tons of coal.

TO-DAY'S NEW ADVERTISEMENT.

WANTED.

WANTED.—AN INSURANCE MAN for Fire Loss Adjuster's Office in Shanghai, one with home experience preferred, good prospects for the right man. Communications treated as strictly confidential. Apply stating experience and salary expected.

To L. MOORE & Co., Ltd.
Fire Loss Adjusters,
SHANGHAI.

Cash Sweeps.
Ticket No. 187 1st \$1,430
" " 334 2nd \$408
" " 523 3rd \$204
Unplaced ponies and Commission \$598
Total \$2,640

Unplaced ponies, \$25.00 each; ticket Nos. 22, 84, 187, 397, 504, 271, 525, 130, 334, 9, 340.

Capt. Henderson and Mr. Dyer's Target, 152lb. (Mr. Kirkpatrick) 1
Sir Paul's Glenmore Dahlia, 152lb. (Mr. Vida) 2
Mr. Moonraker's Saver-nake, 155lb. (Mr. Seth) 3
Mr. Glendaye's Someman, 152lb. (Mr. Hill) 0

Mr. Henry Humphreys' Wee Mouse, 152lb. (Mr. Johnston) 0
Mr. B. D. Kapteyn's Louza, 155lb. (Mr. Croham) 0
Mr. John Peel's Buzz Off, 153lb. (Mr. Bell Irving) 0
Mr. Ritchfield's Ryssa, 152lb. (Mr. Doyle) 0

Messrs. Sousa and Basto's Tazan, 152lb. (Mr. Dalgarno) 0
Off 1.35. After a fair start Bayford went away followed by Glenmore Dahlia. Louza then took the lead and ran into the back straight many lengths ahead. Tredegar then took second place the rest bunching. The same order round the village bend into the home straight when Target came to the fore closely followed by Glenmore Dahlia and Saver-nake coming up strong.

Target and the Dahlia fought hard at the finish the former passing the post first by a neck with Saver-nake a length and a half behind. Time 2.46 3/5.

5—THE GOVERNOR'S CUP.—Presented by His Excellency the Governor, with \$600 added to the winner; second \$200 third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription Griffins of seasons 1918-1919 and 1919-1920 of both Classes that have not won more than one race allowed 10 lb. (Jockey allowance.) Entrance \$10. Five furlongs.

Pari-mutuel.
Winner, \$77.80
Places—1st \$16.80
2nd \$7.80
3rd \$6.40

Cash Sweeps.
Ticket No. 643 1st \$1,935.00
" " 427 2nd \$533.00
" " 183 3rd \$276.00
Unplaced ponies and Commission \$666.00
Total \$3,430.00

Unplaced ponies, \$25.00 each; ticket Nos. 477, 183, 407, 675, 61, 501, 269, 282, 643.

Sir Paul's Sovereign Dahlia, 153lb. (Mr. Croham) 1
Mr. B. D. Kapteyn's Spotted Sand, 155lb. (Mr. Dalgarno) 2
Mr. John Peel's Sandy, 152lb. (Mr. Johnston) 3
Mr. Dynasty's Vivat, 152lb. (Mr. Reid) 0
Mr. Fash's Lanchester, 155lb. (Mr. Bell Irving) 0

Mr. T. F. Hough's Cadzow's Glen, 144lb. (Mr. Doyle) 0
Sir Ellis Kadoorie's Sumatra Chief, 152lb. (Mr. Bremner) 0
Sir Paul's Albion Dahlia, 152lb. (Mr. Vida) 0

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To L. MOORE & Co., Ltd.
Fire Loss Adjusters,
SHANGHAI.

TO-DAY'S ADVERTISEMENTS.

G. R.
NAVY CONTRACTS 1920-1921.

SEALED TENDERS, in duplicate, for the Supply of the undermentioned Stores for H. M. NAVAL SERVICE at Hongkong during the period 1st April, 1920, to 31st March, 1921, will be received by the COMMODORE, H.M. Naval Yard, until Noon on MONDAY, the 1st March, 1920:

Fresh Beef and Vegetables.
Frozen Meat.
Soft Bread.
Biscuits.
Rice.
Sugar.

Forms of Tender and any necessary information may be obtained on application to the VICTUALLING STORE OFFICER, H.M. Naval Depot, Kowloon.

The right to reject the lowest or any tender is reserved.

H. M. NAVAL DEPOT,
KOWLOON,
Kowloon, February, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,
February 17, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTADS, TEAKWOOD TWIN BEDSTADS, CARPETS, &c., &c., comprising—

Chestfield Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Wargons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, &c.

Also
Two Pianos, One Enamelled Bath, Camera, &c., &c.
(Full Particulars from Catalogue).
Terms—Cash.

HUGHES & HUGHES,
Auctioneers,
Hongkong, February 12, 1920.

THE RACES!
THE RACES!!

DANCES AT THE
REPULSE BAY HOTEL.

MOTOR CARS.

PATRONS ORDERING
MOTOR CARS FOR THE
DANCE MAY ORDER CARS
TO HAVE HOOD AND SIDE
CURTAINS UP, IF DESIR-
ED.

MOTOR BUSES.

THE MOTOR BUSES
WILL RUN TO REPULSE
BAY HOTEL ON EACH DAY
OF THE RACES, LEAVING
HONGKONG HOTEL AT 7.15
AND 9 P.M. RETURNING AT
11 P.M. AND 12 MIDNIGHT
RETURN FARE \$2

FOR THE RACES.

THE DRAGON MOTOR
CAR CO. ARE RUNNING A
SERVICE OF MOTOR
BUSES TO AND FROM THE
RACE COURSE ON RACE
DAY.

THE MOTOR BUSES
WILL LEAVE CHATER
ROAD (NEAR HONGKONG
HOTEL) AT FREQUENT IN-
TERVALS. THIS IS A SAFE
AND COMFORTABLE WAY
OF PROCEEDING TO THE
RACES.

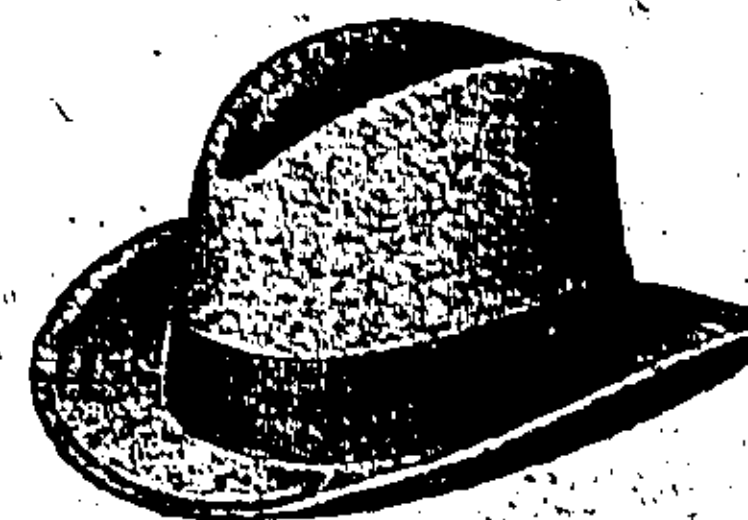
50 Cents Single Fare 50 Cents.
Tel. 482.

DRAGON MOTOR CAR CO.

NOTICES.

FOR THE RACES

THE LATEST IN SMART



HEADWEAR

FELTS AND VELOURS
—BOWLERS—
STRAWS —CAPS

FOOTWEAR

NEW STYLES JUST RECEIVED

WE KNOW THAT
WALK OVER SHOES



SATISFY THE MOST CRITICAL TASTE.

LANE, CRAWFORD & CO.

NEW

DANCE

RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD CENTRAL.

TEL. 1312.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,
FEDERAL TRUCKS-FISK TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
BRENNAN, JACOBSEN, METZ, RED WING,
ROBERTS, & VENN-SEVERN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Repainting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
No. 7 Russell Street OR Phone 659.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manicure. Try it.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS.

To Macao daily at 9 a.m. (Sundays at 8 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cox & Co., Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE
Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 10th February.

FOR JAVA.

S.S. "RIOMARU MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and
Port Said.

ATLAS MARU Sunday, 15th February.

GENOA & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transshipment at Bombay to Co.'s steamer.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

CANADA MARU Wednesday, 3rd March.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

IMBUS MARU End of February.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly
service.

UNNAN MARU Monday, 16th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

MADRAS MARU Sunday, 12nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,
Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class passengers and
will arrive at and depart from the O.S.K. wharf near the
Harbour Office.

AMAKUSA MARU Sunday, 15th February.

TAKAO via SWATOW and AMOY.

SOSEU MARU Thursday, 19th February.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in the establishment is guaranteed. We have
over thirty years' experience. We town two 800 tons and one accommodates any craft
of 200 tons.
Town Office: 54, Cross Street, Singapore. Telephone No. 409.
Shipyard: Raffles Quay, Singapore. Telephone No. 9.
Estimates furnished on application.
Hongkong, April 1, 1914.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAN FRANCISCO
CHEFOO AND TIENTSIN Feb. 15, at 11 a.m.
SHANGHAI AND TIENTSIN Feb. 15, at 11 a.m.
SWATOW & BANGKOK Feb. 15, at 9 a.m.
SHANGHAI & PUKOW Feb. 17, at Noon.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

Telephone No. 24.

BUTTERFIELD & SWIRE,
AGENTS.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSBY" About February 23.
"WHITLAND" About February 27.
"ENDICOTT" About March 19.

For PORTLAND direct.

"MONTAGUE" About February 21.
"ABERCOR" About March 5.
Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

SECOND HALF FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONES
2477 & 2478.

AGENTS

5TH FLOOR
HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD.

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONES
2477 & 2478.

AGENTS

5TH FLOOR
HOTEL MANSIONS.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.
KOREA MARU 22,000 28th February.
TENYO MARU 22,000 11th March.
SEINYO MARU 22,000 1st April.
SIDERIA MARU 22,000 1st April (from Yokohama).
*PERSIA MARU 22,000 19th April.
*From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, VALPARAISO,
CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.
ANTO MARU 18,000 March 15th.
SEINYO MARU 18,000 May 11th.
KIYO MARU 18,000 July 15th.
Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—DAIGO, MANAGERS,
King's Building.
Telephone 2574 and 2575.

SHIPPING

C. P. O.S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS FROM HONGKONG DUE VANCOUVER

STEAMERS	FROM	DUE	VANCOUVER
Empress of Russia	Mar. 11	Mar. 29	
Monteagle	Mar. 23	Apr. 17	
Empress of Japan	Mar. 29	Apr. 19	
Empress of Asia	Apr. 8	Apr. 28	
Empress of Russia	May 6	May 24	
Empress of Japan	May 16	June 13	
Empress of Asia	June 3	June 21	
Monteagle	June 4	June 22	
Empress of Russia	July 1	July 19	
Empress of Japan	July 20	Aug. 10	
Empress of Asia	July 29	Aug. 18	
Monteagle	Aug. 5	Aug. 29	

Passage Fares Hongkong to United Kingdom.

EMPIRE OF RUSSIA	EMPIRE OF JAPAN
16,800 Tons Reg.	Gold 6,000 Tons Reg.
Exp. of Asia	\$853.00 MONTAGUE
16,800 Tons Reg.	6,183 Tons Reg.

Fares and sailings subject to change without notice.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 714. Cable address: GACINPAC.

CANADIAN PACIFIC

OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SEALING: HAICHING Capt. A. H. Stewart FRIDAY, 13th February at 1 p.m.
QUINNEBAUG Capt. Medina TUESDAY, 17th February at Noon.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (16,000 tons) "NILE" (11,000 tons) "CHINA" (10,300 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 2nd, 1920.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, 106 Horse Street. Tel. 1334.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIO" via Panama. February 10.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Suez. March 25.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGERS AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED:

For STEAMERS: LONDON, LONDON AND ROTTERDAM "MATOPO" 14th February.

Subject to change without notice.

Or to REES & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"ARISTO" via Suez 20th February.

"ANTIOCHUS" via Suez 1st March.

"CHARLTON HALL" via Suez 20th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REES & CO. CANTON.

ELECTRIC PROPULSION
OF MERCHANT SHIPS.

Unquestionably the idea of employ-
ing an electric drive between the
main engine and propeller of a ship
has made some advance in the last
few years. Progress has been not
only in actual application, but also
in the growth of a more tolerant
general attitude towards the idea.
Much of the credit for this advance
must be given to Mr. W. L. R. Emmet
both in virtue of his advocacy of the
method and also of his connection
with the successful applications
which have been made in the
cases of the U.S. collier Jupiter
and the U.S. battleship New
Mexico. At the November meetings
of the Society of Naval Architects
and Marine Engineers in New York,
Mr. Emmet read a further paper on
the subject, concerning himself with
a consideration of electric propulsion
from the point of view of the mer-
chant ship. A comparison was in-
stituted between a standard triple-
expansion engine drive and a turbo-
electric equipment for a 8,800 dead-
weight ton ship, 424 ft. long and 54
ft. beam, and with a speed of 11.5
knots. The shaft horsepower was
taken as 2,500 and the propeller
speed as 100 r.p.m. On such a ship
it was claimed that the electric drive
would result in an increased cargo
space of 12,000 cub. ft., or nearly 3
per cent. of the total capacity of
the ship, and that the saving in
weight of machinery and shafting
would amount to about 69 tons.
With 200 lb. steam pressure, 200
deg. Fahr. superheat and a vacuum
of 28.5 in., it was stated that the fuel
consumption for all purposes would
be 30 per cent. less in the electric
ship than in a normal triple-expansion
ship. Even if the reciprocating set
used similar superheat, the electric
equipment would still show 20 per
cent. economy. Mr. Emmet made
no direct comparison between his
electric ship and a similar one equip-
ped with a turbine drive and reduc-
tion gearing, but dealing with the
reliability of the electric drive com-
pared the reliability of gearing un-
favourably with it. He stated that
there had been many failures with
double reduction gears, and that there
"seems to be no type of gearing with
which trouble has not been experienced
after long service in cargo vessels."
Against this Mr. Emmet stated that "a
study of the records and uses of such
electrical apparatus as is applied in
this case will show that the equip-
ment is less liable to interruption of
service than any other form of
single-screw equipment which is ap-
plied to vessels." In view of known
facts this appears to be hardly fair.
According to the figures given by
Mr. R. J. Walker in his British As-
sociation paper of last September,
total shaft horsepower of marine
geared turbine installations is now
about 11,000,000. That defects
have developed in some of the
ships which go to
make up this total is very probable,
but with this weight of practical ex-
perience which on the whole has
proved a great success, it can hardly
be seriously contended that an
hypothetical electric drive, based on
the face of it greater reliability. The
electric ship has as yet been built on
such a small scale that we would
not like at present to compare its
reliability in practical everyday
service with that of gearing. The
geared ship has made its case, and
it is open to the electric ship to do
the same, but the effective way to
do it is not to depreciate its rivals.—
Engineering.

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship,

"WEST JENA,"
having arrived from Seattle, via
ports, on Feb. 10, 1920, consignees
are hereby notified that their cargo is
being landed at their risk into the
Hazardous and/or Extra-Hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.
Kowloon and stored at Consignees'
risk.

Consignees of cargo must produce
an Import Permit signed by the
Superintendent of Imports and Exports,
Hongkong, before Bills of Lading will
be countersigned.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10 a.m. on
February 17, 1920, by the Company's
Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within
thirty days of the steamer's arrival
here, after which they cannot be
recognized. No claims will be re-
cognized after the goods have left the
Godowns, and cargo undelivered on
and after February 17, 1920, will be
subject to rent.

No fire insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersign-
ature immediately.

STRUTHERS & DIXON, INC.

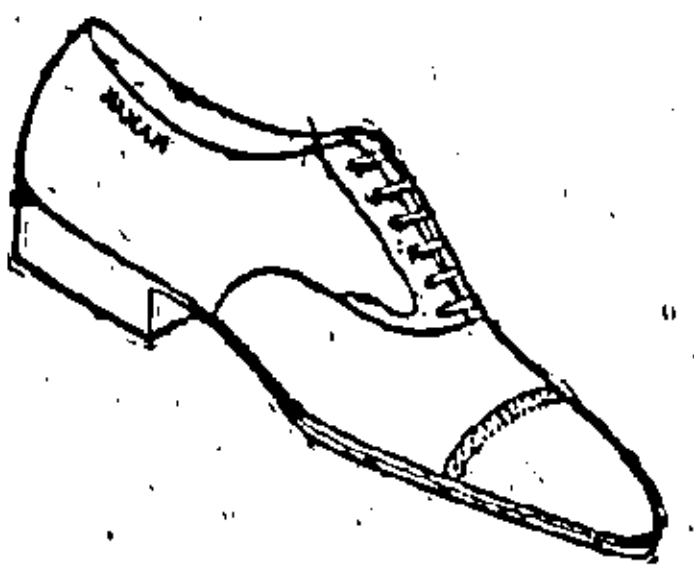
Agents.

1st Floor, Powell's Building,

12, Des Voeux Road, Central.

Hongkong, February 10, 1920.

HANAN SHOES



Combine the best materials and good workmanship with perfect fit and comfort.

WE HAVE A SHOE FOR EVERY FOOT.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 20.

HONGKONG JOCKEY CLUB.

(Continued from Page 6.)

6.—THE LUSITANO CUP.—Presented by the Members of the Club Lusitano, with \$400 added to the winner. For China Ponies bond side Griffins on date of entry, second to receive \$200; third \$100. Weight for inches as per scale. (Jockey allowance.) Winners 7 lb. extra. (Subscription Griffins of both Classes of this season 1919-1920—winners no penalty, non-winners allowed 7 lb.) Entrance \$10. One mile.

Part-mutuel:—
Winner, \$ 6.70
Places—1st \$ 6.00
" 2nd \$ 7.90
" 3rd

Cash Sweeps—
Ticket No. 519 1st \$ 2,005
" 563 2nd \$ 573
" 6 3rd \$ 286

Unplaced ponies and Commission \$ 565
Total \$ 3,430

Unplaced ponies, \$25.00 each, ticket Nos. 519, 149, 6, 543, 563.
Mr. John Peel's Plain John, 152lb. (Mr. Johnstone) 1
Sir Paul's Dunmore Dahlia, 152lb. (Mr. Vidal) 2
Messrs. Dowbiggin and Sandes' Islesman, 152lb. (Mr. Seth) 3
Mr. Dynasty's King Alfred, 152lb. (Mr. Reid) 0
Sir Ellis Kadorie's Algerian Chief, 152lb. (Mr. Bremner) 0

Off at 3.30. A good start King Alfred taking the lead followed by Plain John and Algerian Chief. Past the football stand Algerian Chief took the lead from King Alfred with Vidal on Dunmore Dahlia last. Past the rock the ponies were bunched. Rounding the bend King John took the lead closely followed by Dunmore Dahlia, Islesman dropping into fourth place. Entering the home straight a hard fight took place between Dunmore Dahlia and King John the ponies running neck and neck; Islesman coming strongly in third position. A fine race took place at the finish between Vidal and both ponies going well away from the field and Johnstone the latter winning by a length and a half from Vidal with Islesman many lengths behind third.
Time 2.09 2/5.

7.—THE FOCHOV CUP.—Winner \$600; second \$200; third \$100. Handicap for all China Ponies that have run at any Official or Gymkhana Meeting. Entrance \$10. One mile and a half.

Part-mutuel:—
Winner, \$ 12.00
Places—1st \$ 6.50
" 2nd \$ 7.50
" 3rd

Cash Sweeps—
Ticket No. 238 1st \$ 2,023
" 564 2nd \$ 578
" 4 3rd \$ 289

Unplaced ponies and Commission \$ 570
Total \$ 3,460

Unplaced ponies, \$25.00 each, ticket Nos. 564, 342, 238, 187, 11.
Mr. G. H. Potts' Mighty King, 160lb. (Mr. Hill) 1
Mr. John Peel's Colinton, 155lb. (Mr. Johnstone) 2
Sir Paul's Eclipse Dahlia (late Irons), 150lb. (Mr. Vidal) 3
Mr. Goshead's Scotchbox (late Nativeland), 140lb. (Mr. Kirkpatrick) 0
Mr. Logor's Red Robe, 149lb. (Mr. Bremner) 0

Off at 4 o'clock. A good start Scotch Box taking the lead but being displaced by Colinton followed by Red Robe, Vidal on Eclipse Dahlia lying last. The same order for the first time round the village bend Colinton increasing his lead by three lengths and passed the judges' box first, Mighty King taking second place, Red Robe third, Eclipse Dahlia fourth and Scotch Box last. The same order was maintained up to the rock. Colinton further increasing the lead and Mighty King still holding second place. Entering the home straight Hill displayed wonderful jockeyship; he challenged the leader and rode a splendid race-winning by a length and a half from Colinton, Eclipse Dahlia being half a length behind, third. The spectators were most enthusiastic over the manner in which Hill won the race and the consensus of opinion was that such a fine exhibition of jockeyship has rarely been witnessed in Hongkong.
Time 3.23 1/5. (14 seconds over record time.)

8.—THE ROYAL NAVY CUP.—Presented by the Officers of H.M.'s Navy, with \$400 added to the winner; second \$200; third \$100. For China Ponies, Horse Bazaar Subscription Griffins of any scale. Weight for inches as per scale. Winners at any meeting of one race 7 lb. of more than one 14 lb. extra. Penalties accumulative. (Jockey allowance.) Entrance \$10. From the Two Mile Post Once round and in.

Part-mutuel:—
Winner, \$ 14.10
Places—1st \$ 8.30
" 2nd \$ 14.60
" 3rd \$ 11.20

Dead Heat \$ 14.90

Cash Sweeps—
Ticket No. 332 1st \$ 1926
" 461 2nd \$ 550
" 628 3rd \$ 137
" 498 3rd \$ 137

Unplaced ponies and Commission \$ 870
Total \$ 3,620

Off at 5.05. The ponies went down the straight the first time in a bunch. The first past the judges' box was Wilkins Micawber followed by Spoilt Child and High Tide, the rest following in a bunch together. The same order passed the football stand. Nearing the rock Wilkins Micawber increased the lead from Spoilt Child with High Tide third and The Farmer fourth. Round the bend into the straight: Wilkins Micawber was unable to maintain the pace, and gave way to Spoilt Child, Conqueror Dahlia coming out from the bunch. Spoilt Child and High Tide racing neck and neck right up to the post, Spoilt Child managed to win by a neck. Conqueror a length behind, third. Wilkins Micawber was out of the race.
Time 2.49 1/5.

Unplaced ponies, \$25.00 each, ticket Nos. 165, 184, 436, 649, 43, 664, 583, 93, 504, 498, 628, 332, 455, 502, 501, 41, 621.

Mr. C. H. P. Hay's Brutus, 162lb. (Mr. Hill) 1
Mr. Ritchfield's Ludlow, 162lb. (Mr. Doyle) 2

Messrs. C. G. M. & G. H. W.'s Pawnshop, 155lb. (Mr. Bremner) 3
Mr. Billiards' Cannon, 155lb. (Mr. E. Elias) 0

Mr. C. H. P. Hay's Othello, 152lb. (Mr. Way) 0
Messrs. Dowbiggin and Sandes' Clansman, 150lb. (Mr. Cannan) 0

Mr. Dryasdust's Shiny, 155lb. (Mr. Crokam) 0
Mr. Fisherman's Kipper, 155lb. (Mr. Seth) 0

Mr. Glenday's Seaman, 149lb. (Mr. Johnstone) 0
Mr. Jay Pee's Orion, 155lb. (Mr. Kirkpatrick) 0

Mr. G. C. Maxon's Consternation, 152lb. (Mr. Reid) 0
Sir Paul's Claymore Dahlia, 152lb. (Mr. Vidal) 0

Mr. John Peel's Buck Up, 155lb. (Mr. Bell Irving) 0
Mr. Soares' Mammy's Child, 152lb. (Mr. Dalgarno) 0

Messrs. Sousa and Basto's Tazan, 147lb. (Mr. Souza) 0
Mr. Staves' Wakelord, 150lb. (Mr. Grimstone) 0

Mr. Walecorn's Trevelyan, 152lb. (Mr. Sutton) 0
* Dead heat.

Off at 4.37. Seventeen runners went to the starting post, constituting one of the biggest fields at the meeting so far. After a false start the ponies got away in a bunch and straying out Brutus, Buck Up and Othello took first, second and third place respectively. The same order was maintained round the course into the home straight when Brutus and Ludlow went to the fore and raced neck and neck right down to the winning post. Brutus winning by a neck only. Pawnshop and Othello were three lengths behind coming in a dead heat for third place.
Time 2.26 4/5.

9.—THE "BLACK ROCK" STAKES.—Winner \$800; second \$200; third \$100. For China Ponies bond side Griffins on date of entry. Weight for inches as per scale. Winners of one race (other than a race confined to Subscription Griffins of either Class) 5 lb. of two or more races 7 lb. extra. Entrance \$10. One mile and a quarter.

Part-mutuel:—
Winner, \$ 7.90
Places—1st \$ 6.20
" 2nd \$ 10.00
" 3rd \$ 7.20

Cash Sweeps—
Ticket No. 387 1st \$ 1,845
" 306 2nd \$ 527
" 29 3rd \$ 263

Unplaced ponies and Commission \$ 585
Total \$ 3,220

Unplaced ponies, \$25.00 each, ticket Nos. 7, 306, 381, 29, 398, 394, 164.

Mr. Soares' Spoilt Child, 155lb. (Mr. Dalgarno) 1
Mr. John Peel's High Tide, 155lb. (Mr. Johnstone) 2

Sir Paul's Conqueror Dahlia, 155lb. (Mr. Vidal) 3
Messrs. Dowbiggin and Sandes' Talisman, 152lb. (Mr. Bremner) 0

Mr. Dryasdust's Wilkins Micawber, 155lb. (Mr. Crokam) 0
Sir Ellis Kadorie's Kandy Chief, 152lb. (Mr. Seth) 0

Mr. Logor's The Farmer, 152lb. (Mr. Hill) 0

Off at 5.05. The ponies went down the straight the first time in a bunch. The first past the judges' box was Wilkins Micawber followed by Spoilt Child and High Tide, the rest following in a bunch together. The same order passed the football stand. Nearing the rock Wilkins Micawber increased the lead from Spoilt Child with High Tide third and The Farmer fourth. Round the bend into the straight: Wilkins Micawber was unable to maintain the pace, and gave way to Spoilt Child, Conqueror Dahlia coming out from the bunch. Spoilt Child and High Tide racing neck and neck right up to the post, Spoilt Child managed to win by a neck. Conqueror a length behind, third. Wilkins Micawber was out of the race.
Time 2.49 1/5.

10.—THE GYMKHANA CLUB CUP.—Presented by the Members of the Gymkhana Club. Value \$600 to the winner; second to receive \$200; third \$100. For all China Ponies that have started for races in at least two Gymkhanas during 1919 season and Horse Bazaar Subscription Griffins of this season 1919-1920. Weight 10 st. 5 lb. Winners of any race other than a race confined to Subscription Griffins race 2 lb. extra; Subscription Griffins of this season 1919-1920 allowed 7 lb. Winners at this meeting barred. (Jockey allowance.) Allowances accumulative. Entrance \$5. Three quarters of a mile.

Part-mutuel:—
Winner, \$ 49.00
Places—1st \$ 12.50
" 2nd \$ 15.10
" 3rd \$ 8.70

Cash Sweeps—
Ticket No. 55 1st \$ 1,797.00
" 424 2nd \$ 513.00
" 203 3rd \$ 256.00

Unplaced ponies and Commission \$ 749.00
Total \$ 3,315.00

Unplaced ponies, \$25.00 each, ticket Nos. 583, 470, 288, 380, 18, 52, 506, 55, 613, 479, 424, 657, 206.

Mr. Horsford's Malcolm, 155lb. (Mr. Bremner) 1
Mr. D. M. Ross's Pink Eye, 149lb. (Mr. Sutton) 2

Mr. Dryasdust's Salamander, 148lb. (Mr. Crokam) 3
Mr. E. Des Voeux's Gentle Cat, 150lb. (Mr. Hill) 0

Mr. Four of a Kind's Murphy, 153lb. (Mr. Dalgarno) 0
Messrs. G. and G.'s Trumpet, 147lb. (Mr. Doyle) 0

Mr. Goshead's Snuffbox, 150lb. (Mr. Bell Irving) 0
Mr. Law-Merchant's Black Prince (late Dusky), 143lb. (Mr. Cannan) 0

Mr. John Peel's Burning Daylight, 155lb. (Mr. Johnstone) 0
Mr. Ritchfield's Craigmount, 148lb. (Mr. Elias) 0

Mr. Sains' St. Chad, 146lb. (Mr. Grimstone) 0
Mr. Soares' Lovejoy (late American Chief), 148lb. (Mr. Soares) 0

Mr. Walecorn's Trevelyan, 141lb. (Mr. Kirkpatrick) 0

Off at 5.37. A bad start, Craigmount taking the lead followed by the rest of the field in a bunch; the same order was maintained all the way round. Entering the home straight Salamander came out taking first place from Craigmount; but Malcolm and Pink Eye on the rail were riding hard taking first and second place, leaving Salamander on the outside, third. Malcolm being well ridden by Bremner forged ahead from Pink Eye and won by a length and a half. Salamander half a length behind, third. The race to distance post was any body's.

Time 1.35 1/5

11.—THE PEKING PLATE.—Winner \$600; second \$200; third \$100. For "Larsen" Subscription Griffins. Weight for inches as per scale. Winner of 11th Race on 1st Day 10 lb. extra. (Jockey allowance.) Entrance \$10. One mile.

Part-mutuel:—
Winner, \$ 10.90
Places—1st \$ 6.40
" 2nd \$ 12.40
" 3rd \$ 7.60

Cash Sweeps—
Ticket No. 256 1st \$ 1,871.00
" 255 2nd \$ 534.00
" 209 3rd \$ 267.00

Unplaced ponies and Commission \$ 708.00
Total \$ 3,380.00

Unplaced ponies, \$25.00 each, ticket Nos. 255, 531, 344, 189, 58, 391, 309, 255, 496, 575, 234.

Sir Paul's Primrose Dahlia, 152lb. (Mr. Vidal) 1
Mr. Medico's Holborn, 152lb. (Mr. Sutton) 2

Messrs. Gay Birds' Sandmartin, 158lb. (Mr. Kirkpatrick) 3
Mr. Allure's Rab, 155lb. (Mr. Dalgarno) 0

Mr. Dynasty's King Bruce, 155lb. (Mr. Johnstone) 0
Messrs. G. and G.'s Comet, 155lb. (Mr. Seth) 0

Sir Paul's Scotia Dahlia, 155lb. (Mr. Crokam) 0
Messrs. Sousa and Basto's Cameo, 150lb. (Mr. Soares) 0

Mr. Staves' Nuford, 158lb. (Mr. Way) 0
Mr. Staves' Dunford, 152lb. (Mr. Bremner) 0

Off at 6.05. After a good start Scotia Dahlia took the lead followed by Holborn and Sand Martin. The field then was strung out Scotia Dahlia increasing his lead by many lengths from Holborn with Sand Martin about the same distance behind, third; Vidal lying fourth. The same order was maintained to the village bend when Vidal on Primrose Dahlia on the rails displaced the leader and was closely followed by Holborn and Sand Martin. Into the home straight Vidal came out well ahead and won easily by two lengths, from Holborn, Sand Martin a length behind.
Time 2.09 4/5.

SPECIAL CABLES

NEWS FOR WHICH THE WORLD HAS WAITED.

[CHINA MAIL SPECIAL]
SHANGHAI, Feb. 12.
A Chinese coolie was sentenced to ten years' imprisonment by the Mixed Court for killing another coolie during a squabble over unloading a cargo of oranges. He made a savage attack with a boat-hook.

LITIGATION OVER RACE SWEEP.
QUEER CASE AT SHANGHAI.

[CHINA MAIL SPECIAL]
SHANGHAI, Feb. 12.
The French Mixed Court has dismissed the action in which a Chinese amah sought to recover half the Champions' sweepstake won by another amah. She alleged there was an agreement. The case disclosed that a witness had been bribed to give evidence in plaintiff's favour.

DEATH OF M. DUPUY.

OWNER OF "PETIT PARISIEN."

M. Jean Dupuy, proprietor of the *Petit Parisien* and other French publications, a Senator and ex-Minister, died on Jan. 1 at his Paris residence in the Rue Scribe, aged 75. He had been ill for some time.

He was a prominent political figure and wielded a lot of power, though of late years he had not taken an active personal share in politics. He last held a post in the Cabinet when President Poincaré was Premier. He was then Minister of Public Works. For a brief period during the war he was Secretary of State without portfolio. He took an interest in agriculture, especially vine-growing, and his estates in the south of France were models of their kind.

His son, Paul Dupuy, for the last few years helped his father in the management of his great newspaper, which has the largest circulation in France. His second son, Pierre, has held office in the French Government, and is deputy for a country seat in the Department of Gironde.

M. Dupuy was also owner of a large paper works at Nanterre, near Paris. These works supplied his papers.

HUNTED SOLDIER OF FORTUNE.

Soldier of fortune and complete adventurer, wanted by the British police since 1916, Fritz Joubert Duquesne has sent a message to the United States from Breda, Holland. This is the first news of him since his escape from Bellevue Prison here on May 26, after he had feigned paralysis in a marvellous manner for 7 months to avoid being surrendered to the British police on a charge of murder and piracy at sea.

Duquesne is a nephew of the Boer general. After fighting against the Kaffirs and Matabeles in his early years, he went to Belgium for training and later fought in the Boer ranks.

He was captured by the British, but escaped, and was next heard of when Secret Service men arrested him at a banquet to Lord Kitchener at Capetown. Condemned to death, he secured a reprieve by offering to translate a secret Boer code. He was sent to an internment camp in the Bahamas, whence he escaped by jumping off a cliff and swimming through shark-infested waters.

He led a vagabond life among the beachcombers till the hue and cry died down, when he started again in his career as a gentleman of fortune. He sailed for England from South America in the steamer "Tennyson," and he blew up the ship.

He was arrested in New York and placed in Bellevue Prison, whence he effected another spectacular escape.

Messrs. Thomas and Ross's Georgie-Mac, 152lb. (Mr. Doyle) 0

Off at 6.05. After a good start Scotia Dahlia took the lead followed by Holborn and Sand Martin. The field then was strung out Scotia Dahlia increasing his lead by many lengths from Holborn with Sand Martin about the same distance behind, third; Vidal lying fourth. The same order was maintained to the village bend when Vidal on Primrose Dahlia on the rails displaced the leader and was closely followed by Holborn and Sand Martin. Into the home straight Vidal came out well ahead and won easily by two lengths, from Holborn, Sand Martin a length behind.
Time 2.09 4/5.

NOTICES.

DAIRY FARM NEWS.

FISH FISH
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS

AND

SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

GOOD VALUE

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STATIONERY GOODS
AT

WHITEAWAY'S

TURNER LINEN STATIONERY

Boxes of Stationery containing 50 Sheets of blue linen paper with 50 envelopes to match
\$1.25 Box.

Turner Linen Memorandum Pads in white or blue.
Size 4 1/2 x 7 1/2 inches.
60 cents Pad.

Turner Linen Writing Pads. Full size in white only.
Size 9 x 7 inches.
\$1.00 Pad.

Turner Linen Envelopes, in blue only.
\$1.00 hundred.

The "WAYLOO" Cambric Writing Pad, containing 100 sheets of fine faint ruled Paper. White only.
Excellent Value 90 cts. a Pad.

The "BEATRICE" Pad. 75 sheets of fine lined faced Bank paper. With Blotter.
60 cts. a Pad.

The "RIGHT AWAY" Pad. Large Post Quarto White Wove Paper, ruled faint with Blotting Paper complete 30 cts. a Pad.

The "GALA TEA" Box of Stationery, containing 50 sheet Cream laid paper with Envelopes to match.
\$1.50 Box.

"BANKERS" Indelible Ink Powders. Acid proof Waterproof and fadeproof. Sufficient powder to make a Quart of ink.
90 cts.

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ROUND THE ISLAND OF HONGKONG

THE BREEZY GARAGE MOTOR CARS

AT THE SPECIAL REDUCTION PRICE

(ONLY ONE ROUND, NO STOP ON THE JOURNEY.)

Chandler 7 passenger Car - \$12.00

Hudson 7 passenger Car - \$12.00

Oakland 5 passenger Car - \$8.00

BREEZY GARAGE Phone 2499

(opposite Central Market)

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Refreshing the Skin

A most refreshing health pleasure and toilet ideal, comforting and beneficial to the skin, is daily enjoyed by use of the

"Albion Milk and Sulphur Soap"

—Expels dirt and oil, softens the skin, and leaves it clean, delicate, refreshing, and soft. Use 10 years.

"I like the 'Albion and Sulphur Soap' very much; it is pleasant to use and whitens and softens the skin."

Lady G. Holbet-Hampden writes:

"The 'Albion Milk and Sulphur Soap' is an extremely pleasant Soap, and I prefer it to any other I have ever used."

Sold by Chemists, Grocers, Stores, &c. Why not try a tablet of it?

"ALBION MILK AND SULPHUR SOAP."

MUSTARD & CO.

HERRING-HALL-MARVIN SAFE

THE STANDARD SAFE OF AMERICA.

Tel. No. 1186.

YING WA COLLEGE.

ANNUAL DISTRIBUTION OF PRIZES.

The annual distribution of prizes to the students of the Ying Wa College was held this morning at the Y.M.C.A. hall, Dr. T. W. Pearce presided and the others present were the Hon. Dr. Claud Severn and Mr. E. Ralph.

After the reading of the report by the Headmaster the Chairman said:—
Dr. Severn, Ladies and Gentlemen, You have, Sir, done the Ying Wa College much honour in consenting to distribute the prizes this morning. Your presence will mark the occasion as a red letter day in the history of the College.

In these days of vast and far-reaching changes and movements in education we are all proud of the place that Hongkong is enabled to take through its University, its Colleges and its Schools in these movements believing as we do that they are destined to aid powerfully the advance of China to her place among the leading nations of the world.

Nor shall we cease to have in mind leaders of eminence in our Colony who have identified themselves so closely, persistently and successfully with its educational forces. This meeting rejoices at the recognition on the part of the University and I may add of its students, accorded you at the Congregation held recently.

Our Chinese friends present this morning will, I am sure, join with us to wish you long life for the full enjoyment of an honour so highly merited.

In connection with the Prize Distribution this morning it is proper to explain that the Ying Wa College is the child of a Chinese Independent Church. For a long period of years our relations as a mission, with this Church have been those of friends and advisers. We have no controlling power in Church administration apart from a basis of collegiality and comradeship in common service.

Our position in relation to the Ying Wa College is determined by our wider and more comprehensive relations with the Chinese Church.

It is to the credit of the Church that it sought to establish the College as an adjunct to its pastoral and not less so to its evangelistic work for the Chinese.

At the same time we are encouraged to believe that the College is in the way to become a factor of value in local education. It has been working for six years under Mr. Hughes as Headmaster and I may say that the selection and appointment of Mr. Hughes to this post has commended itself to friends of the College and the Church as yet another proof of the wisdom and discernment which long experience has taught us to associate with our Board in London.

As you know, Sir, his tenure of office has been interrupted by absence on military duties in India. We believe, however, that this incident will continue in the retrospect to afford the Headmaster and the College no little satisfaction and that by reason of the experience gained in the service of his country he will be not a worse but a better Headmaster.

The students of the College celebrated his going in a poem which I believe is still preserved alike as a work of art and as a treasure of literature. I have reason to think that they also sang, sweetly and even danced ecstatically, on his return to the duties of his post.

If the fact of Mr. Hughes' military service weighed with you in accepting an invitation to distribute these prizes, we are the more appreciative of the sympathetic encouragement shown to us at the time and since by the Government through the Education Department in the work of the Ying Wa College.

I will now ask you to kindly distribute the prizes.

Dr. Severn addressing those present stated that he desired before proceeding to present the prizes to say that he felt particularly honoured to have been asked to be present at the function because of the unique position which the college occupied. He was very grateful to Dr. Pearce for what he had said about him but he could assure him that the honour was not deserved from an educational standpoint, because everything had not been finally settled and because the schemes they had in view for the future were not ready to be set down. He hoped before long the co-ordination of education in the colony would reach such a stage that it would enable those who were really keen on education to withdraw the strictures which had hitherto been made on the encouragement of education in this colony by the Government.

The college as he had learnt, had an excellent foundation in a part of the world which he knew very well. The great Dr. Morrison might be said to have founded it just at the time that the final occupation of Malacca by the British took place and when that great man Sir Stamford Raffles in the face of great opposition determined that Malacca should remain a British possession and should not be handed back to its former owners (apparently) As he had learned the good ship built by Dr. Morrison the soundest and the best materials was reconditioned in Hongkong by Dr. Legge and after being put as it were into dock for many years was again reconditioned and found to be

EXCESS PROFIT DUTY AND PATENT ROYALTIES.

An important appeal concerning the liability of a recipient of royalties on patents for excess profit duty, was dealt with in the King's Bench Division of the High Court of Justice recently. The appellants were the commissioners of Inland Revenue and the respondent Mr. Charles T. B. Sangster, of Birmingham. The latter had during the year ending August 31, 1915, been in the receipt of royalties amounting to £14,145, on patents for a war appliance manufactured by a company named Decimals, Limited. Mr. Sangster was a director of the company, but the patent had not been sold to the company and remained his personal property. It was contended by the Commissioners of Inland Revenue that, under the circumstances, the sum received was rightly to be regarded as profit arising from a trade or business and consequently was subject to excess profit duty. Mr. Sangster had appealed against the assessment of the royalties, and the matter had been decided in his favour by the Commissioners for Special Purposes. The Commissioners for Inland Revenue had accordingly taken the case to the High Court. The matter was decided again in Mr. Sangster's favour. The Court ruling that the patents were to be looked upon as an investment which had been called into being by the respondent's past efforts. He had taken out a large number of patents, over 400 in all, and if he had made a practice of selling these patents it might have been contended that this constituted a business. He had not sold his patents, however, but had retained them and made money out of them by granting licences to use them. Unless it could be shown that the property called into existence by the patent was sold, there was no evidence of the carrying on of a business. The appeal was accordingly dismissed with costs.—*Engineering.*

A very fine triangle production in five parts entitled "Acquitted" is being shown at the Hongkong Theatre. The well-known film stars, Misses Bessie Love and Mary Alden play the leading roles. This film is an exceptionally interesting one and is well produced. Another film the "Mystery of Leaping Fish" calls for roars of laughter. For other items on the programme see the advertisement.

sound and fit for its work with the exception of certain new structures. Through the kindness of the Y.M.C.A. they had been able to use that hall and he hoped that it would not be long when they would be able to have a hall of their own (applause). The boys had started an ambitious scheme to raise \$100,000 and that showed that they were conscious of their persuasive powers by the history of the college and the excellent scheme of work that the present headmaster had in view. In Mr. Hughes they had a really enthusiastic leader and he did not think that they need fear that they were not going to progress. If they were to progress they should have a prominent site and the best buildings that it was possible to produce. He had heard that so far there was one of the students who went to the University. He was not sure whether it was the student who was the solitary occupier of Morrison Hall at one time. They might remember that the boy ran away because he was lonely. Now Morrison Hall was nearly full and he hoped that it would be filled by the students of Ying Wa College. He could not imagine a better connecting link than from the college to Morrison hall just like the well-known link between public schools in England and the colleges at the Universities. The college had gone through a very difficult period but he thought that the school was extremely fortunate in having during that period two leaders like Dr. Pearce and Mr. Wells. He was sure that the school with such a splendid backing and with such an enthusiastic headmaster would become one of the most important educational institutions in the colony (Applause).

The prizes were next distributed after which the students acted a scene from King John and a Chinese play. There were also a few recitations and songs.

PRIZE LIST.
Class I.—Yip Keung Ki passed the Matriculation.
Class II.—Cheung Keng Char, Au King, Tse Ping Kwan, San Sia Chuen, passed the Junior Local Examination.

Class III.—1, Kong Wing Nin, 2, Yung Po Hang, 3, Ho Nai Kau.
Class IV.—1, Chan Pak Keung, 2, Fu Sai Sz, 3, Cheung Ping Kwai.
Class V.—1, Cheng Chan Kong, 2, Wong Fai Shung, 3, Cheung Ping Wa.

Class VI.—1, Pun Tse Hon, 2, Chan Chi Yan, 3, Wong Chor Woon.
Class VII.—1, Look Ying Tung, 2, Yung Kai Tsit, 3, Tang Chi Yan.
Class VIII.—1, Chan Chi Fan, 2, Tam Yet Kuen, 3, Chu Shin Kwong.

Attendance Prizes, Chung she Tai and Yung Kai Tsit.
Hughes Scholarship—Kong U Wing.

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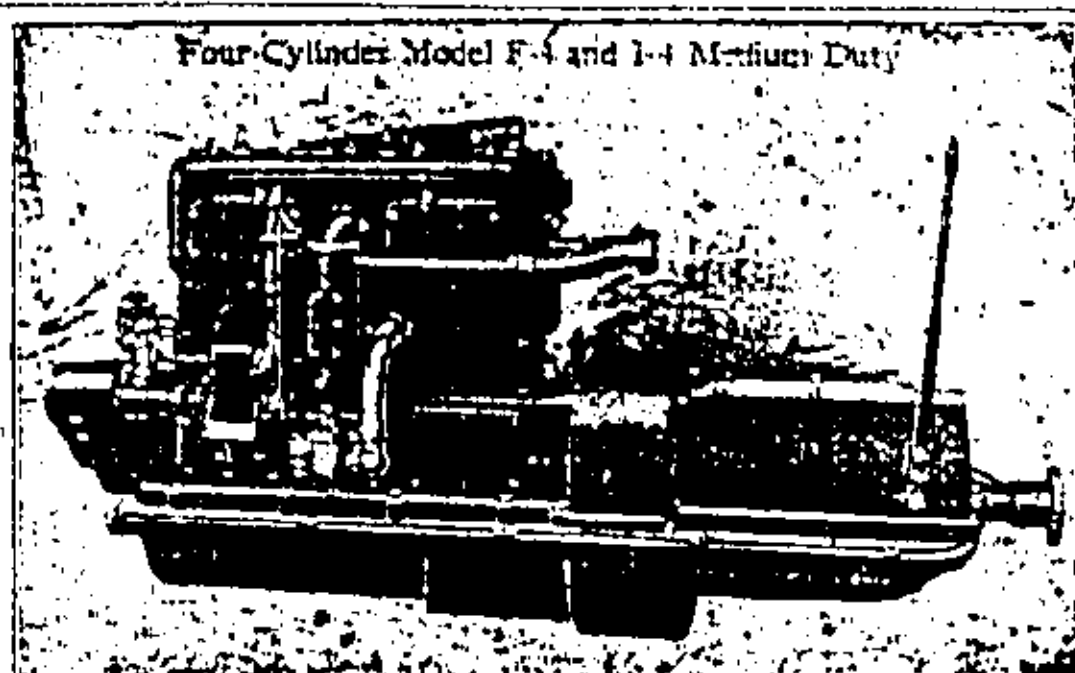
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. KNIGHT COMPANION, due here Feb. 17 from Europe and sails for Japan Feb. 18.

The s.s. TITAN, due here Feb. 17 from Europe and sails for Tsingtau, Japan, Feb. 18.

The s.s. JASON, due here Feb. 24 from Europe and sails for Shanghai and Japan, Feb. 25.

The s.s. PELEUS, due here Mar. 4 from Europe and sails for Tsingtau, Shanghai and Japan, Mar. 5.

The s.s. LAYCAON, due here Mar. 8 from Europe and sails for Shanghai and Japan Mar. 9.

The s.s. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.

The s.s. KREMONA, due here Mar. 30 from Europe and sails for Tsingtau and Japan, Mar. 31.

The s.s. RHESUS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.

The s.s. TELEMACHUS, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle Jan. 18 and is due here via Tsingtau, Yokohama, Kobe and Manila Feb. 28.

The s.s. IXTON, leaves Seattle Mar. 8 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

The s.s. PROTESILAUS, leaves Manila Jan. 31 and is due here Feb. 2, sailing for Seattle via Kobe and Yokohama Feb. 14.

FROM JAPAN.

The s.s. LAOMEDON, leaves Yokohama Feb. 7 and is due here via Kobe and Shanghai Feb. 23, sailing for London via Singapore Mar. 24.

The s.s. HYSON, leaves Yokohama Feb. 23 and is due here Mar. 19, sailing for London via Singapore Mar. 18.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore Apr. 13.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 26, sailing for London via Singapore Apr. 27.

The s.s. RHESUS, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.

The s.s. CYCLOPS, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 13 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.

The s.s. TITAN, leaves Yokohama Mar. 21 and is due here April 5, sailing for Liverpool via Singapore Apr. 6.

The s.s. PELEUS, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 16, sailing for Liverpool via Singapore Apr. 17.

FROM SHANGHAI.

The s.s. ELPELOR, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for London via Singapore Feb. 17.

The s.s. PYRRHUS, leaves Shanghai Feb. 26 and is due here Mar. 1, sailing for London via Singapore Mar. 2.

The s.s. EUPHROS, leaves Shanghai Feb. 28 and is due here Mar. 3, sailing for London via Singapore Mar. 4.

The s.s. ORESTES, leaves Shanghai Feb. 1 and is due here Feb. 4, sailing for Liverpool via Singapore Feb. 5.

The s.s. DANIA, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for Liverpool via Singapore Feb. 16.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

MOVEMENTS OF STEAMERS.

The P. & O. S. N. Co.'s s.s. Somali left Shanghai for this port on the 9th instant at 1 p.m. and is due here on the 12th instant at about 7 a.m.

The P. M. S. S. Co.'s s.s. Lake Fielding left Shanghai for this port on the 10th instant at about 7 a.m. and is due here on the 14th instant at about daylight.

The P. & O. S. N. Co.'s s.s. Arratoon left Singapore for this port on the 6th at a.m. and is due here on the 14th instant at about daylight.

The G.P.O. Co.'s R.M.S. Empress of Russia arrived at Shanghai on 9th Feb. left there 10th Feb. due at Manila on 13th Feb.

The G.P.O. Co.'s R.M.S. Empress of Japan arrived at Yokohama on 4th Feb. left there 5th Feb. due at Vancouver on 17th Feb.

The N.Y.K. Co.'s Kaga Maru (European Line) left London for this port via the Suez Canal on the 10th Jan. and is expected here on the 10th Feb.

The P. M. S. S. Co.'s s.s. Peneola left Shanghai for Manila on the 10th inst. and may be expected here on or about Friday Feb. 20.

The N.Y.K. Co.'s Wakana Maru (European Line) left London for this port via the Suez Canal on the 29th Jan. and is expected here on the 11th March.

POST OFFICE.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

The insured parcel post service to the province of Szechuen is suspended until further notice.

An agreement has been entered into between the Post Office of China and Hongkong for an exchange of insured letters. The medium of insurance is the Trade Currency and the maximum amount for which a letter may be insured is 3000 francs.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in bags and very careful packing is necessary to ensure safe transmission.

A direct exchange of Money Orders with the Republic of China has come into operation since the 1st January 1920.

The Money Order Service with the Philippine Islands has been resumed since the 1st Jan., 1920.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammerah in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, February 12. Manila—Per LAKE FIELDING.

Shanghai—Per SOMALI.

FRIDAY, February 13. Shanghai—Per SHANTUNG.

SUNDAY, February 15. Straits—Per ARRATON APCAR.

WEDNESDAY, February 18. Straits—Per KAGA MARU.

FRIDAY, February 20. Manila and Australia—Per TANGO MARU.

OUTWARD MAILS.

THURSDAY, February 12. Macao—Per CHUEN CHOW, 4.15 p.m.

FRIDAY, February 13. Macao—Per SUI AN, 8.15 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dharrukod, L. Marques, Egypt and EUROPE—Per AKI MARU, 8 a.m. Letters 10.30 p.m.

Per SOMALI, Registration 9.45 a.m. Letters 10.30 p.m.

Swatow, Amoy and Fuzhou—Per HAI CHING, Noon.

Philippine Islands—Per YUENSANG, 6 p.m.

Macao—Per CHUEN CHOW, 4.15 p.m.

SATURDAY, February 14. Macao—Per SUI AN, 8.15 a.m.

Shanghai and North China—Per CERNAN, 6 p.m.

Swatow and Bangkok—Per KAN CHOW, 6 p.m.

Chefoo and Tientsin—Per KUEICHOW, 5 p.m.

SUNDAY, February 15. Macao—Per SUI AN, 8.15 a.m.

Swatow, Amoy and Fuzhou via Kueichow—Per AMAKUSA MARU, 9 a.m.

MONDAY, February 16. Japan via Kobe, Canada, United States, Central and South America, and EUROPE via VICTORIA B.C.—Per PROTESILAUS, Registration 1.45 p.m. Letters 2.30 p.m.

TUESDAY, February 17. Shanghai and North China—Per SEANTUNG, 11 a.m.

Swatow, Amoy and Fuzhou—Per QUINNEBAUG, 11 a.m.

WEDNESDAY, February 18. Philippine Islands, Australia, and New Zealand via THURSDAY ISLAND—Per AKI MARU, 8 a.m. Letters 9.30 a.m.

THURSDAY, February 19. Shanghai North China and Japan via Kobe—Per KAGA MARU, 10 a.m.

FRIDAY, February 20. Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dharrukod, Egypt and EUROPE via MARSILLER, 8 a.m. Letters 10.30 a.m.

SATURDAY, February 21. Japan via Nagasaki—Per TANGO MARU, 10 a.m.

SUNDAY, February 22. Philippine Islands, *Shanghai, *North China, *Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.—Per KASHIMA MARU, 8 a.m. Letters 9.30 a.m.

MONDAY, February 23. Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via KOREA MARU, Registration 9.45 a.m. Letters 10.30 a.m.

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DEPARTURES.

The s.s. PEMBROKESHIRE, (Capt. Matthews) sailed for Yokohama via Shanghai at 7 a.m. to-day.

The s.s. SUSHU MARU, (Capt. Harada), sailed for Tokyo via Swatow and Amoy at 10 a.m. to-day with 500 tons of general cargo.

The s.s. SUNNING, (Capt. Benson) sailed for Shanghai at noon to-day with 1,200 tons of general cargo.

ARRIVALS.